

ALL HANDS



THE BUREAU OF NAVAL PERSONNEL INFORMATION PUBLICATION



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NAVPERL-O

NOVEMBER 1952



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NOVEMBER 1952 Navpers-0 NUMBER 429

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• FRONT COVER: Two construction electrician's mates improve their technique as power linemen while undergoing training at the Construction Battalion Center, Point Hueneme, Calif.

• AT LEFT: BEACHING OPERATION for a PBM is underway. Sailors have attached wheels to the 'Mariner' and the craft is being towed up the seaplane ramp and onto the runway.

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Little Sweeps Clear Way for Big Ships

LIKE an aggressive boxer who carries the fight to his opponent, the Navy's minesweepers have to "get in there and mix it up." Any sweeperman will tell you you don't get rid of mines simply by sitting back and thinking about them.

That the plucky sweepers of the Pacific Fleet have actually been mixing it up in Korea will come as news to no one. It is no coincidence that of the five U.S. Navy vessels sunk in Korean operations, four have been minesweepers. They were *uss Magpie* (AMS 25), *uss Partridge* (AMS 31), *uss Pledge* (AM 277) and *uss Pirate* (AM 275). The fifth ship was

a fleet tug—*uss Sarsi* (ATF 111).

Pirate and *Pledge* were lost during the same operation in Wonsan harbor, when they went down along with an ROK minesweeper, *YMS 516*.

The Wonsan sweeping job, incidentally, offers a good example of how the minesweeping Navy works. Here was the best harbor on North Korea's east coast, a port which in October 1950 had been taken by ROK land forces. But for five days a large Navy task force embarking 50,000 U. S. Army and Marine reinforcements had to remain outside the harbor, unable to get ashore to com-

plete the clean-up of the retreating enemy forces.

What held them up? Mines. Line after line of what later proved to be an assorted variety of mines lay between the port's docking area and the ships milling around 30 miles out in the Sea of Japan. In all, Navy officers estimated there were some 3000 mines lurking in the 400 square miles of water. The handful of sweepers had their work cut out for them.

The sweepers, three AMs and six AMSs, went to work. The job was originally scheduled to take five days. Plans were laid for the sweepers to cut a path into Wonsan on a straight-line sweep from well out at sea to the inner harbor. By the afternoon of the first day, 10 October, part of the channel had been cleared and many mines had been swept and destroyed.

Then a helicopter spotting for the formation reported a large "cabbage patch" of mines just ahead. This was verified by dozens of mine echoes registering on *Pledge's* sonar. In an attempt to skirt this patch, the formation shifted its sweep to the north to try another and perhaps less mine-ridden channel, a channel which had been used by the enemy only a month before.

For the next two days the 'copter continued its spotting. "Frogmen" from UDT 12, riding in on rubber LCPRs, also helped to search. And *uss Doyle* (DMS 34), *uss Endicott* (DMS 35) and *uss Diachenko* (APD 123) (the frogmen's "mother ship") helped the search in deeper waters, looking for lurking mines.

Next day, the Navy air arm took a crack at the mines.

Trying a new form of mine warfare, carrier-based *Corsairs* and *Sky-raidors* pulled off a "countermining strike." Dropping 100 bombs of the 1000-pound variety, they blasted away at a narrow sea channel near the inner approaches through which the lead sweepers could pass.

Soon after the air strike, the minesweepers, led by the flagship *Pirate*, passed into the blasted area. The 800-ton, 185-foot, steel-hulled sweeper *Pirate* was followed by sister ships *Pledge* and *uss Incredible* (AM 249). Little *Redhead* (AMS 34), a 215-ton, 136-foot, wooden-hulled sweeper,

SAILORS on board a minesweeper relax momentarily during search for enemy mines off coast of Korea. In background are two other minesweepers.



was on "darning duty," ready to cast overboard *dan buoys*: orange-colored, flag-topped, basketball-size buoys used to mark a swept channel.

Also in the formation was *uss Kite* (AMS 22), a sister ship of *Redhead*. She was serving on "shotgun" duty. Her mission was to fire at severed mines as they bobbed to the surface. This five-ship group was making a sweep against moored contact mines.

These mines are what the type most Navymen visualize when mines are discussed. Two sections comprise the complete "assembly" of a mine. First is the mine *anchor assembly*, a large, square metal box which serves as an anchor and houses cable releasing gear. This is connected by a mine *anchor cable* to the other part: the horn studded, spherical *case assembly* containing the explosive. Contact with one of the horns triggers off the explosive—by way of a detonator and booster charge.

The sweeper group altered course to the left to pass between two islands and entered unswept waters. Then it happened. Two horned mines—their cables severed by the sweeping gear—bobbed to the surface astern of *Pirate*. Then four more bobbed up. *Pledge*, maneuvering through the field, cut three more. *Incredible*, also in the thick of things, cut another four.

The 'copter then reported another large cabbage patch ahead. Soon after this the sea beneath *Pirate* boiled up, engulfing her in a mass of spray. In less than a minute she went down.

Pledge stopped and lowered her boat to pick up survivors from her sister ship. To add to the confusion, previously undetected shore batteries began firing on the struggling swimmers. *Pledge* opened up with her three-incher on the shore batteries. In turn, the shore guns shifted their fire from the men in the water to *Pledge*.

While all this was happening, 13 loose mines were floating around on the surface; no telling how many still-moored mines lurked beneath. Within minutes, *Pledge* struck one of them and also went down. Altogether, there were more than 90 casualties from the two ships, including 12 who went to their death with their ships.

In retaliation, *uss Osprey* (AMS 28) moved in from a position further to seaward to work over the enemy shore batteries with her single 40 mm.



LCVPs are being used for minesweeping operations in Korea. Here, a crew rigs one of the small craft for shallow water sweep off Chinnampo, Korea.

and two 20 mms. She was soon joined by *Endicott* and later by carrier aircraft that were called into the fray. At length the enemy batteries were silenced for keeps.

On October 18th the remaining sweepers had cut what they believed to be a clear channel to the beach. Five LCVPs from *Diachenko* had helped in this endeavor. While the 'copter and recently arrived PBM *Mariners* spotted mines for them, frogmen riding the LCVPs anchored empty powder kegs near each mine cable. This served to mark mine positions for the sweepers. In two days

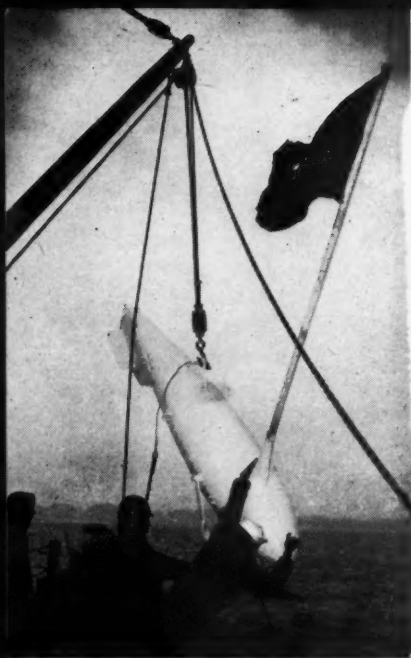
all moored mines within 15 feet of the surface in the channel area had been marked.

With but one hour of contact mine sweeping left on the operation schedule, four AMSs were making a final sweep when it happened again. Some 400 yards astern of *Redhead* the sea rose up in an angry geyser. An influence mine had been set off. A number of mines were then detonated in rapid succession. One of the exploding mines caught the ROK sweeper YMS 516, sending her to the bottom and taking the lives of half of her crew.

This incident set D-day back sev-



NEAR MISS—Geyser of water erupts from the surface of ocean as enemy projectiles send UN minesweepers scurrying out of range. None were damaged.



FLAGTOPPED 'PIG' is hoisted aboard USS Mocking Bird (AMS 27). Right: Depressor is rigged on LCPV for sweep.

eral days. The whole channel now had to be swept for influence mines. It took more than a week. As a result, the amphibious force, including 21 transports and 15 LSTs had to mill around in the Sea of Japan.

This demonstrates how mines can foul up an operation and passively defend a coast. And these are the methods used to clear the way.

In the above narrative many terms have been bandied about which are generally familiar only to men of the "mine navy." Here is what some of the more important terms mean.

Influence mines (which made their deadly debut in World War II) generally come in one of three forms: *magnetic* (met at Wonsan), *acoustic*

and *pressure*. Sweepersmen call these "sinkers" or "mudders" because they rest on the bottom instead of lurking a few feet below the surface like a contact mine. It doesn't take actual contact to set off an influence mine. All you have to do is come close enough to "influence" it.

The name of each indicates the type "influence" needed to set it off. In a magnetic mine, the magnetic influence of a passing ship induces current in a coiled rod within the mine case. This closes a switch triggers off the detonator, which in turn sets off the explosive.

The acoustic mine utilizes a simple hydrophone, an "artificial ear," set to hear a ship's engines or pro-

pellers. When it does, its diaphragm vibrates and closes the fatal switch. In a pressure mine, the negative pressure of a passing ship sucks a diaphragm upward, closing the switch.

Sweeping moored contact mines calls for plenty of "wire rope" seamanship. Designs vary somewhat among types of minesweepers, but this is what a typical rig looks like:

Streaming out from the sweeper's stern on both sides are *Oropesa* or "O"-type sweeps. Aside from the short span of wire running from the ship's stern to the water, the only thing you see on the surface is the float or "pig." The pig resembles an airplane's wing-tip tank and carries a large, brightly colored marker flag. It marks the outboard end of the sweep rig. It also marks the underwater location of the *otter*—an oblong, box-like device consisting of curved fins set at an angle inside a frame. The fins hold the otter on a straight course about 35 degrees to port or starboard of the ship's course.

Spanning the pig and otter is a cable whose length controls the depth of the sweep wire—usually about 8/10ths of the depth of the water in the area being swept. The finned otter exerts a downward pull, a force which is balanced by the floating pig. As a result, the otter and attached sweep wire do not plunge to the bottom but sweep along at a constant depth.

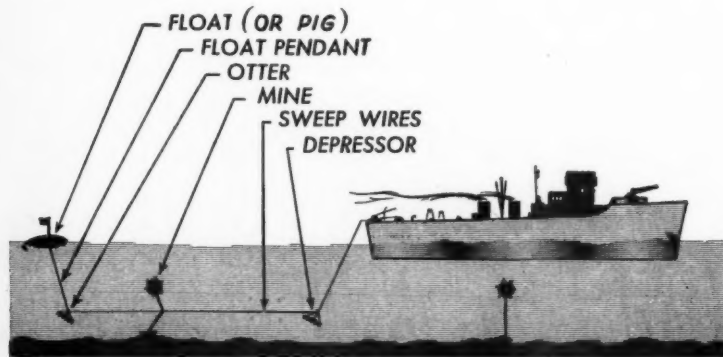


DIAGRAM shows minesweeper rigged to cut loose moored mines. Only float shows on surface; pendant, otter, wires and depressor are under water.

Another pull — the horizontal pull of the otter away from the ship's heading — puts a strain on the actual sweep wire, a serrated cable normally about 300 fathoms long. Every 40 fathoms or so along the sweep wire are attached knife-like cable cutters which snip the mooring cables holding the mines underwater. At the inboard end, the sweep wire is connected to a *depressor*, a device similar to the otter, which plows along below the surface just aft of the ship and which also helps hold the sweep wire at its prescribed depth.

A minesweeper rigged in the manner described above cuts a channel about 200 yards wide. Higher speed sweepers such as the DMS class do not carry cable cutters on their sweep wires because the jagged nature of the wire combined with the speed of the ship is sufficient to saw through the mine cable without further help. Should the sweep wire hit the mine cable too late for the sawing process to be effective, the mine cable is snipped off by a double-bladed cable cutter on the outboard end of the wire near the otter.

When a mine's cable is severed, the buoyancy chamber within the submerged mine case causes the mine to pop up to the surface. As it bobs around on the surface, the "shotgun" sweeper nearby sinks the floating mine with rifle fire or 20 mm. bursts. Contrary to general belief, it isn't necessary to hit a horn to do away with a contact mine. A hit on the



CREWMEN ready a motor launch for minesweeping work off Korea. The boat is especially rigged and equipped for sweeping operations in shallow waters.

horn will explode it, of course, but putting holes in buoyancy chamber fills the mine case with water. It then sinks to the bottom where it remains a hazard to sharks, ships' wayward anchors and anchor cables.

When sweeping for contact mines, two standard formations are generally used. The first is the open echelon" or "pig to pig" formation. In this one, the left otter of one sweeper trails the right otter of the sweeper ahead (and to the left). This pattern

covers a maximum area, but it furnishes the least protection to the sweepers.

In the "protective echelon" formation, on the other hand, only the sweeper leading the formation is exposed. Sweepers following in echelon are covered by the sweep wire and otter of the sweeper ahead. Although it covers less area, it is a safer formation.

That's how they take care of moored contact mines. Dealing with



LCVP gets underway with gear on board. Right: Crewmen prepare to drop 'pig' or float over minesweep's side.



USS GULL (AMS 16) swept area near Chinnampo for mines so U.N. forces could stage a 'commando raid,' cutting enemy rail and supply lines.

influence type mines calls for entirely different measures. Of course, naval vessels and many merchant ships neutralize themselves in degaussing coils which theoretically render the vessels "magnetically neutral." This method is not infallible, however, because of the many magnetic variables both in the ship's own magnetic field and in the earth's magnetic variation.

Strung out aft of a vessel engaged in magnetic sweeping are large cables. When the cables are in position, a powerful shipboard generator is started. Powerful surges of current move through the cables and the

water, creating a strong magnetic field which in turn "influences" the magnetic mine to detonate itself.

Sweepers make several passes when searching for magnetic mines because mines oftentimes are set to go off only after a ship has passed over them several times.

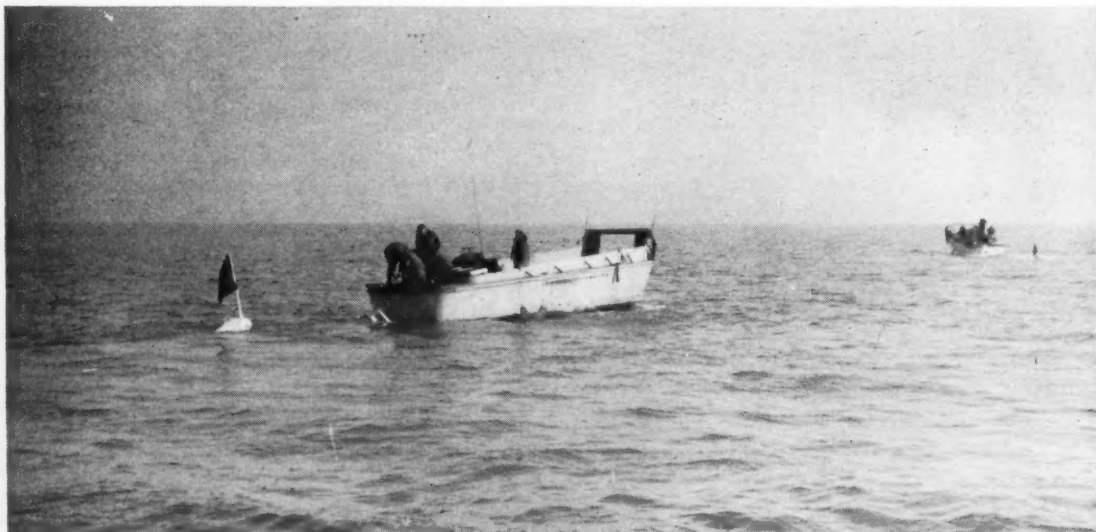
Handling the other two types of influence mines requires still other measures. Acoustic mines can be set off by increasing the noise level. An electrically or hydraulically operated "hammerbox" at the ship's bow just below the waterline can trigger them off by banging away. The hammerbox makes noise in a manner similar

to that created by a pneumatic drill breaking down a piece of city pavement.

Pressure mines can be set off by towing weighted, expendable barges across the suspected area. It may cost a couple of barges, but it saves lives and ships. Another method (used off Japan after World War II) is to send old Liberty ships through the area. The weight of barges and Liberty ships sets up a pressure more nearly equal to capital and service force ships. Bantamweight AMs and AMs don't have the necessary weight (fortunately for them) to detonate these mines.

Tricky combinations can be set into influence mines. For example, an acoustic trigger can be rigged to a magnetic mine. Such a mine would lie dormant during a magnetic sweep. However, a ship with powerful engines and noisy propellers coming along later would be crippled. Her noise would release the acoustic trigger and then — unless properly degaussed — her magnetism would set off the deadly magnetic trigger. Such are the problems facing the Navy's sweepers.

However, new methods of mine detection and destruction are being developed all the time. Since the outbreak of war in Korea, a new type, lightweight sweeper has made its appearance. This is the *minesweeping boat* (MSB). It evolved from LCVPs which worked with special lightweight minesweeping gear.



SWEEPERS on board an LCVP rig their 'pig' for sweeping operations. Another LCVP is already on the job at right.

MSBs, like LCVF minesweepers, are also designed to be carried to the scene by a mother ship. More than 50 MSBs are now in service or under construction. These wooden-hulled vessels are 57 feet long, have a 10-knot speed and a crew of seven. Other details: diesel engines, twin screws and very shallow draft. They are designed to work in areas too shallow even for AMSs with their eight-and-one-half foot drafts.

In addition to the newly evolved MSBs, there are four well-established types of active duty vessels serving in the mine navy. Largest of these are the high speed mine sweepers (DMSs) and light mine layers (DMs). Both types were converted from World War II destroyers and retain their original names.

Next largest are the fleet mine sweepers (AMs). These ships are 185 or 221 feet long, steel-hulled vessels with diesel and diesel-electric drives. These and the smaller AMSs have handled the brunt of the Navy's mine sweeping both in World War II and the Korean war.

The high-bowed, 136-foot auxiliary motor minesweepers (AMSs) are the Navy's largest wooden-hull vessels, weighing in at 270 tons. Prior to 1947 they were known as motor minesweepers (YMSs). AMs and AMSs are the most numerous or Mine Force vessels, about 50 of each type being in commission.

Minesweeping boats are not the only mine craft whose development was given a boost by Korean sweeping lessons. The AMCU — mine hunter — is another. A number of these are included in the 1952 conversion program, a few being converted from AMS-type craft and the others from infantry landing craft (LCI) types. They will carry explosive ordnance disposal teams during anti-mine operations.

In the Navy there are ships many times as large and three times as fast as the great majority of sweepers. The layman can tell you quite a few things about destroyers, submarines, fleet oilers and transports. Ask him about minesweepers and you'll probably draw a blank. But every now and then — such as a Wonsan and Chinnampo — a mine field holds up the operation and the 'big steel jobs' can't move in. Then the little sweepers become the most important ships in the Navy. — W. J. Miller, QMC, USN.



USS THOMPSON (DMS 38) sustained her second hit by Red coastal guns in same area where she suffered her first battle damage over a year ago.

DMS Seeking Out Coast Target Sustains Second Hit

While standing off Songjin on the east coast of North Korea *uss Thompson* (DMS 38) sustained her second hit by Communist coastal guns on 20 August. Enemy shells killed three crewmen and injured 10.

By coincidence *Thompson* was in the same area where on 14 June 1951, she suffered her first battle damage and casualties during her first Far Eastern tour, apparently by the same guns that had killed three other crewmen and wounded a like number.

The high speed destroyer-minesweeper had only recently arrived for her second tour. The previous night, the ship had operated with U.N. east coast blockade and escort forces, firing on a rail bridge north of Tanchon. Replenishing at daylight, she moved north to participate in an air-spotted bombardment of targets in Songjin.

As she prepared to open fire on the target area, an enemy shell splashed near her bow. Immediately the ship got underway at flank speed, changing course frequently. Despite the evasive action, however, the next shell hit the flying bridge, spraying shrapnel in the pilot house and fire control platform.

One of the injured men, Joe R. Moore, SN, USN, said that he owes his life to his buddy, Donald B. Smith, SN, USN. While he and Smith were on their GQ station as

lookout and talker, they reported the first shell splash to the officer of the deck. "Then," said Moore, "my buddy grabbed me and pulled me behind the fire control director. The next shell hit where we were standing. That's why I figure I'm a lucky guy."

Thompson's navigator, Ensign John M. Donnell, Jr., USN, one of the destroyer-minesweeper's wounded, reported that he had stepped out on deck to spot the location of the shore guns with his glasses when there was an explosion. He said, "It felt like someone was pouring hot lead down my leg. I shook my trousers a little and some chunks of metal fell out."

uss Iowa (BB 61), flagship of the Seventh Fleet, intercepted *Thompson's* report of action and steamed to her assistance. The wounded were quickly transferred and rushed below to the battleship's modern hospital where doctors worked through the night. *Iowa's* doctors praised the work of *Thompson's* hospital corpsmen for the first aid treatments given the casualties and of Lieutenant (junior grade) Floyd H. Poteete, Jr., (MC), USN, when he boarded the minesweeper by helicopter to ready the patients for highline evacuation.

Other U.S. ships in the Korean War which have been hit twice by coastal gunfire are *uss Helena* (CA 75) and *Osprey* (AMS 28).

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **CIVIL READJUSTMENT**—Personnel assigned to advise Navymen of their benefits as veterans will get a new, up-to-date aid when a Bu-Pers pamphlet reaches their ship or station.

A *Referral Directory for Navy Veterans' Counselors* (NavPers 15832), put out by the Veterans Affairs Branch of the Bureau, contains a complete index on where to write or apply for various Federal and state veterans' benefits. The pamphlet is a revision of a former directory and supplement and combines the information contained in both.

In addition, several new features have been added, including a "geographical guide" to VA regional offices.

The *Directory* also lists appropriate Federal and states agencies concerned with the readjustment of the serviceman to civilian life. Among these are the VA, Civil Service Commission, Selective Service and Red Cross. It tells where you should write to get details on state bonuses.

• **NEW I&E MANUAL**—A newly revised *Information and Education Manual* (NavPers 16963C), differing in many respects from earlier editions published under the old name *Educational Services Manual*, has recently been distributed to all ships and stations.

While the manual is expressly designed for use by I&E officers, it should be of interest to the Navyman who needs help in planning his off-duty education program.

The new manual has been completely revised and brought up to date. A new chapter, "The Job of the

I&E Officer," offers a quick check-list of requirements for carrying out a well-balanced I&E program. Among new features is an appendix covering regulations for establishing and operating Armed Forces Radio Service stations.

• **EDUCATIONAL PAYMENTS**—If you're planning to go to school under the Korean G.I. Bill you'd better take along enough cash to tide you over for about two months—that's how long you can expect to wait for your first check from the Government.

The reason for the delay, the Veterans Administration explains, is that under the law, G.I. education and training allowances can't be paid until sometime after a veteran actually completes each month of training. Therefore, one month of the delay will be caused by the veteran completing that initial month of training.

The law also requires that both the veteran and his school or training establishment submit a certification to the VA—after the end of the first month—to the effect that the veteran actually was enrolled in training during that period. This too, takes time.

Finally, after the VA receives the certification, it must compute how much G.I. allowance you are entitled to and then mail out the payments. This process, normally will be kept to 20 days from the date the VA receives the certification. However, after you receive your first check the others will come regularly each month, so long as you remain in training.

The allowances for veterans training full-time in schools and colleges under the new Korean G.I. Bill are \$110 for those without dependents, \$135 for those with one dependent and \$160 for those with more than one dependent. The G.I. training allowances are paid directly to veterans, and are the only such payments made under the Korean G.I. Bill. They are for the purpose of assisting veterans in meeting the costs of their training.

• **G. I. HOME LOANS**—Navy-men who leave the service and buy a home under the G. I. Bill of Rights are advised to be on the lookout for swindlers.

All former Navymen who are delinquent in payments on their G. I. home loans are warned to check carefully any offers by strangers to pay delinquent payments for them—or they might lose their vine-covered cottage!

This warning was sounded by the Veterans Administration, which has guaranteed home loans for nearly 3,000,000 veterans.

VA said such veterans should check with the holder of the mortgage or with the loan guaranty division of the nearest VA regional office to determine whether or not the offer is legitimate and sound.

In some parts of the country, a revival of the practice sometimes called "milking" or "equity skinning," has occurred.

In one form of this racket, the veteran, who is behind in his G. I. loan payments, is approached by an individual who offers to pay the delinquent installments if the veteran will just "sign on the dotted line."

The veteran soon learns that he has actually signed a deed and can get his property back only by signing a land sales contract at a much higher price.

When the veteran finds he is unable to meet the unusually high terms



DON'T PASS UP A GOOD THING—But pass this copy of ALL HANDS to nine others. Ten people must read this copy.

of the land sales contract, legal action is taken by the swindler to obtain possession of the veteran's home.

In other instances, a low cost subdivision will be canvassed by a group of swindlers to learn whether veterans are having trouble meeting their G. I. loan payments.

If they are these individuals offer each veteran a nominal amount for his property beyond what is owed on it—plus the privilege of purchasing another home in a lower cost area on a land sales contract. Because the offer is made to each home owner in the subdivision, veterans are less likely to suspect foul play.

In this case the veteran agrees to give up possession in 60 days and "signs on the dotted line," unaware again that he is signing a deed. When the 60 days are up, the veteran learns that no listings are available in the lower cost development as promised. The veteran is then evicted from his home.

A third variation of these crooked practices, is used in states where there is a long mortgage redemption period. A veteran, falling behind in home loan payments is offered a nominal sum for a deed giving up claim to his property with a verbal promise that all back payments will be made up.

The veteran moves out believing that his loan will be brought up to date. Instead, the individual holding the deed rents the house without making any attempt to make up back payments.

Most of the money these swindlers receive as rent is clear profit for them until foreclosure is made when the payments are not made up. The veteran unaware of what has happened, still owes the original lender from which he borrowed money to purchase the house and he might possibly owe the U. S. Government too, if the VA pays a claim on the loan.

Many variations of these practices are used in different parts of the country, depending on state and local laws. Although these practices may be legal, they are considered unethical by the vast majority of mortgage lenders and real estate brokers.

VA advises veterans that they will be protecting their own interests and doing other veterans a service if they report any such propositions to the holder of the mortgage and to the nearest VA regional office.

Additional information may be obtained from local VA offices.

• **FLYING FOR VETS** — Korean veterans who want to learn how to fly can get 75 per cent of their flight training paid by the government but the rest will have to come out of their own pockets.

That's the provision made in the new G.I. Bill of Rights, other provisions of which are covered in the Bulletin Board section of this issue.

In the case of a veteran taking flight instruction along with some other course under the Korean G.I. Bill, he will receive both the flight allowance plus whatever other allowance he may be entitled to, depending on the course. This benefit is available only to personnel after they have been released from active duty.

• **CHANGE IN I. D. CARDS** — When you get your next I. D. card (Armed Forces Identification Card), you'll notice a slight change. In the small block marked "Grade," you will find printed either "Non-rated" or "Rated" or, if you're a chief petty officer, your rate.

This change has been made so that a new card does not have to be issued each time a Navyman advances a grade in rate.

Under the new system, you'll keep your original card until you become a PO3, then get a new one with the "Rated" notation on it, then hold this one until you make chief. Then you get the works—your actual rate type-written in.

No change has been made to the instructions regarding the issuance of the I. D. card to officers.

• **G. I. ENROLLEES** — More than 31,000 veterans with Korean service applied for education and training under the Korean G. I. Bill in the first ten days of the new program, the VA has announced.

The new law provides five benefits, all designed to assist veterans returning to civilian life. Included are education and training, guaranteed or insured loans for homes, farms and businesses, unemployment compensation, job-finding help and mustering-out payments.

The total number of veterans who actually started G. I. training was much smaller than the 31,000, however, the VA points out. One reason is that many who applied in August (when the total was tallied) did not actually begin training until September.

QUIZ AWEIGH

This month's quiz is no snap, but take a crack at it before turning to the correct answers on page 53.



1. Pictured above are LCVPs hitting the beach at Wonsan, Korea. On an invasion, each boat carries a crew of (a) 3, (b) 4, (c) 5.

2. An LCVP is capable of transporting approximately (a) 36 men or 8100 pounds of cargo, (b) 25 men or 16,200 pounds of cargo, (c) 120 men or 60,000 pounds of cargo.



3. The tool design at the left identifies (a) machinery repairmen, (b) mechanics, (c) utilities men.

4. At right is the specialty mark of (a) utilities men, (b) boilermen, (c) machinist's mates.



5. This sailor sees his target through (a) a telescope, (b) a stadimeter, (c) an infra-red communications device.

6. Carried by most surface ships of the active fleet, it is used primarily (a) to determine distance between ships, (b) for night ship-to-ship signaling, (c) for photography.

ANSWERS TO QUIZ ON PAGE 53

Hobbyists Put Spare Time to Good Use

NAVYMEN with hobbies are a special breed. They will collect just about anything, raise any kind of animal you can name and build the oddest assortment of paraphernalia out of the weirdest variety of material.

For example, there are gun collectors, worm ranchers and bullfighters—to mention only a few. Some Navy-men put their hobbies to profitable use, but all of them derive a one hundred per cent return from the standpoint of fun and recreation.

One of the gun collectors mentioned is Lieutenant David F. Purinton, engineering officer aboard the submarine *USS Trout* (SS 566), who could be a one-man assault party with his hobby. He has collected around 200 guns of various types and vintages dating back to the early 1600's. His oldest gun is an Italian pistol some 16 inches long. This intricately-engraved firearm is similar to the flintlock type but has the com-

plete lock, including all parts except the trigger, on the outside. The lieutenant says it was used by the Arabs during their struggle for desert territory early in the 17th century.

Among the worm ranchers are a couple of chief aviation machinist's mates, Clyde Wilson and Tom Hammer, who, during their working hours, teach the intricacies of the helicopter at the Naval Air Technical Training Center, Memphis, Tenn.

What started out as a means of getting fishing bait has turned into a money-making business. The two built a cement block "corral" and purchased a few thousand red worms to raise enough for their summer fishing.

At this point, the worms, reproductive little creatures that they are, took matters into their own hands. Before the "ranchers" knew it their corral was teeming with tens of thousands of red worms. Since red worms mate every seven days it was all the ranch-

ers could do to keep them penned in and as their herd grew they had to extend the corral. Today they have a veritable quarry of quivering "live stock"—which by the way sells for a penny a head.

The bullfighters we have in mind are a Navy physician and a Marine corporal.

Lieutenant (junior grade) William H. Bloom, a Navy doctor who specializes in neuro-surgery at the Naval Hospital, San Diego, Calif., has long been an ardent bullfight fan. However, his enthusiasm for the sport got beyond the spectator stage when he had an opportunity to visit some ranches in Mexico where bulls are raised for the ring. Inspired, he borrowed a cape and started to practice the bullfighter's art, first with calves and eventually with the real thing.

Lieutenant Bloom has encountered bulls in Tijuana and Mexicali bull rings. He has organized two clubs which are designated "Tauromaquia" (bullfighting) Societies. One is in San Diego with the other, boasting 25 members, in El Paso, Tex. He also helps edit a bullfight journal which is published every two weeks.

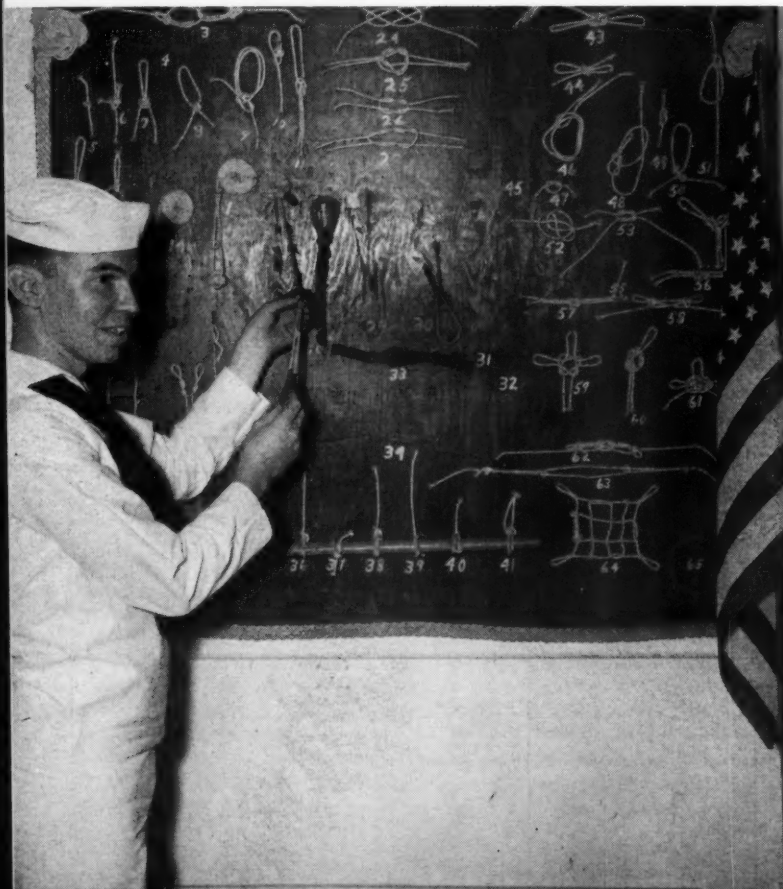
Corporal Al Guerra, USMC, stationed at the Naval Amphibious Base, Coronado, Calif., has also had a little experience "playing" with bulls. Like the doc, Guerra visited Mexican ranches and watched the bullfights. In his spare time he practiced in front of mirrors and behind barracks until he was ready to meet his first real bull at Mexicali. P. S.—The corporal won.

Hobbies like these provide means for off-duty pleasures. Others offer chances for a guy to put his Navy-learned skills into practice. A hobby can also provide a painless way to earn a little extra money and prepare for the time when you retire.

Hobby shops afloat and ashore usually get organized out of the desire of the men themselves for a place to work, build and create things. Usually there is a recreation officer to take the lead and help crewmen get a shop started. Necessary tools and equipment are purchased through the ship's recreation fund, out of profits from small stores and Navy Exchanges or from the individuals' own contributions.

Some hobbies are inspired by Navy

KNOT-TYING, combined with Boy Scout work, is the hobby of W. R. Hamillon, AN, USN. Here, he explains the knots a 'tenderfoot' scout must learn.



life itself. For example, Lieutenant Commander Harry L. Sigleer, MSTs, North Pacific area, has built himself a Navy task force in miniature. His intricately-carved armada is composed of 53 pine model ships, including cruisers, destroyers, aircraft carriers, battleships, submarines, landing craft, destroyer escorts and a liberty-type cargo vessel.

The models are built on a scale of one inch to 20 feet and represent nearly 14 years of painstaking work. In addition to the pine wood, the only materials Sigleer uses are masking tape, cardboard, string, paperclips and pins. It takes about three and one-half months, he says, to build a model of a ship like Iowa. His entire "workshop" consists of a saw, a razor blade, a pair of pliers—and his fingernails.

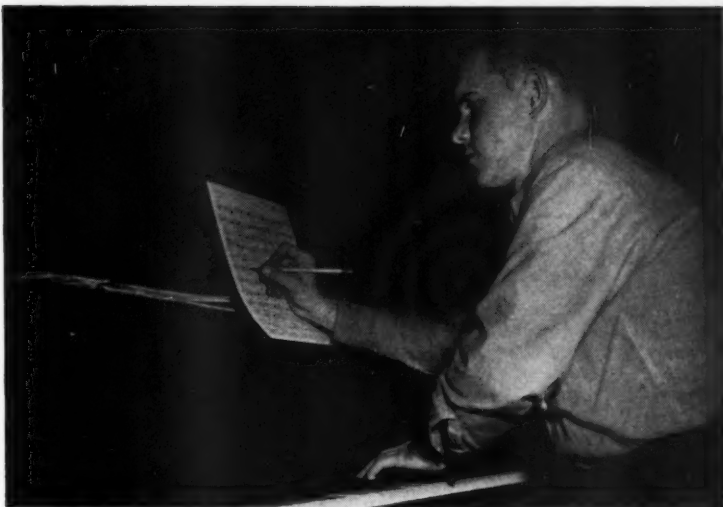
Another fleet of ships, 100 strong and ranging from submarines the size of a paper clip to miniature aircraft carriers complete with straight pins for guns, make up the fleet of ships built by John F. Reed, SA, of VC-12 at NAS, Quonset Point, R. I., in his spare time.

Another hobby with a unique bit of craftsmanship has turned up on board USS *Missouri* (BB 63) where crewmen Glenn C. Eigmey, BM2 and Bernis Casey, SN, have fashioned a silhouette of their ship from thousands of tiny square knots. The silhouette is backed by a golden sky painted by a shipmate, Peter Cristenson, SA, of the ship's print shop.

Other hobbies are born of a keen interest in outside fields. A good example is the fabulous hot rod owned by Les Harvey, AD1, USNR, of the Naval Air Reserve Training Unit, Marine Corps Air Facility, Santa Ana, Calif.

The car in question is a modified coupe which competes in the weekly "drag" races on an abandoned air strip at Orange County Airport. The car holds the record for the modified coupe class at 125.95 mph for a quarter mile. In August 1951, it was clocked (electrically) at a speed of 143.42 mph over a measured mile at El Mirage Dry Lake in the Mojave Desert. In all, the odd-looking speedster has won 35 trophies for various speed contests during the past year.

Built primarily for acceleration, the auto weighs only 1560 pounds. The fuel mixture Harvey uses is a concoction of methol alcohol, nitro



PIANIST-COMPOSER, Richard Weigum, YNSN, USN, has written and appeared in many shows, including 'Thru the Years,' at NAS Barbers Pt., T. H.

menthane, hydrogen peroxide and castor oil! (Hot rod enthusiasts please note).

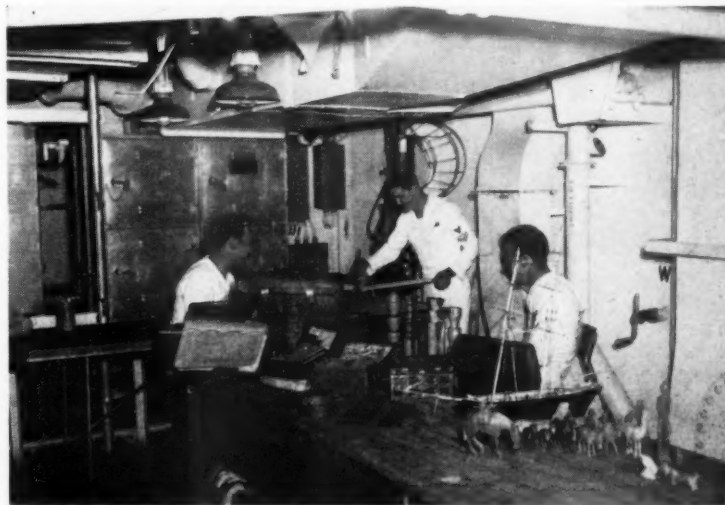
An interest in pigeons inspired the hobby of Second Lieutenant John Kader, Jr., USMC, who is a clothing issue officer at Quantico, Va. He's a pigeon racer and the proud owner of 25 "thoroughbred" birds.

Every warm day on the weekends, Lieutenant Kader takes his racers to the Greater Washington Concourse Club in Washington, D. C. From there, the birds are transported along with hundreds of other ones, by van

to a place anywhere from 100 to 600 miles away known as the "liberation point."

Each pigeon in the race is marked with a "counter mark" attached to its leg in addition to the registration band that it must wear. When the racer returns to its home loft, the counter mark is removed and placed in a sealed timing clock.

These clocks, which have been synchronized with those of the owners prior to the race, automatically stamp the time on the counter mark. Then the clock, still sealed, is taken to the



SHIPBOARD hobby shops are popular with bluejackets. In off-duty hours, sailors build model ships, carve horses, make briefcases, wallets, belts.



MURAL PAINTING is the hobby of William Radley, AN, USN, shown putting finishing touches on one of the murals he painted for his squadron's rec hall.

Washington club, opened and the winning bird is identified. The winner is selected by its speed, that is, the yards per minute the bird has flown.

In explaining how homing pigeons find their way, Lieutenant Kader points out that a physicist recently confirmed the theory that homing pigeons (and certain other birds too) are peculiarly sensitive to two distinct forces—the pull of the earth's magnetic field and the "Coriolis force," caused by the rotation of the earth. No two spots within the pigeon's range have exactly the same "feel" to the bird. Therefore, with the help of "built-in" navigational aids, pigeons pass up all the unfamiliar spots until they finally arrive back at their own loft.

Curtis Perry, a chief aviation ordnanceman at the Naval Air Station, Jacksonville, Fla., is buzzing about his hobby—he's a bee-keeper. He started his novel collection when a friend discovered a swarm of bees in the grille of his car. Perry removed the grille with the aid of some smoke and a cup of water that grounded the bees and rendered them groggy long enough for him to capture the whole batch (at the price of only one sting). He estimates his original collection to be worth about \$10 but expects to make a lot more out of the little honey-makers by selling the sweet-stuff to his shipmates.

Richard O. Albert, BM1, USN, is

probably the only collector of birds and insects in the U. S. Pacific Fleet. In the past two years, Albert has sent several thousand insects and approximately 100 birds from all over the world back to the Texas Technological College in Lubbock, Texas. During a recent tour of duty aboard *uss Menard* (APA 201) in the Far East, the salty birdlover collected four native birds from the Japanese area and sent them back to the Texas school. All four were land birds which had alighted on the ship while at sea.

How does he catch them? Simple,

he says. No gun, no net, no salt on the tail—he grabs them with his hands!

Deep down in one of *Menard's* holds, Albert has set up a makeshift work table. Here he skins a bird, puts cotton inside the skin then mails the "stuffed" result. Albert has also sent insects back from Canada, Mexico, Japan, China, Korea, Hawaii, Panama and more than half of the 48 states.

In Japan the scenic beauty of the island panorama inspired three Navy-men to build a model railroad complete with realistic Japanese surroundings. K. D. Ofenback, a seaman, R. J. Armstrong, a damage controlman and J. E. Biggs, an airman at NAS, Atsugi, Japan, built a model railroad on a large wooden frame with Mt. Fuji looming in the background. The miniature track winds around small lakes and through a tunnel at the base of the mountain. This is one of many model railroads that have been built throughout the fleet—building railroads seems to take second place only to building ships by Navy hobbyists.

There's nothing so strange about the hobby of Russell Ambrose, a barber at the NAS Navy Exchange, Memphis, Tenn., though—he collects money. The only difference between Ambrose and other Navy men who like the "long green stuff" is that Ambrose goes in for old coins rather than greenbacks. Ambrose is so interested in his hobby that he hopes to form a coin collector's club of his own. One of the rarest coins in the collection is one of Napoleonic mintage dating back to 1871.

Demonstrating that it really takes a keen interest in a hobby to enjoy it, Menton C. Gwaltney, an aviation electrician's mate of Fleet Air Service Squadron 120, collects snakes. Being in the Navy has in no way curtailed his hobby. On the other hand, his current Japan duty is giving him a chance to do some scouting for Asiatic reptiles. "Anyway," says Gwaltney, with a grin, "there's not much competition in this particular field—it's wipe open."

Some hobbies not only provide pleasant pastimes, but bring special prizes as well. For example, Clifford E. Schindele, chief aviation electronicsman at the Naval Examining Center, Great Lakes, Ill., won first prize in the textiles division at the third annual Armed Forces Occupational Therapy Competition with two



TWO MARINES work on model airplanes—one of the most popular hobbies. Some models actually fly.

of his hand-made, crocheted samplers.

And Frank James Morgan, a chief patternmaker aboard *uss Delta* (AR 9), won second prize in a California sculpture show with one of his creations. It eventually sold for \$250.

On the other hand there are hobbies that not only provide immediate rewards but also pave the way for profitable living after its practitioner retires. Take E. L. Lemon, an aviation machinist's mate at NAS Barber's Point for example—he won the top prize at the Hawaiian 49th State Fair this year with his grand championship bull. The sea-going rancher also had two Herefords entered in the stock contest at the fair which took first and second place prizes in their class. After the fair, Lemon sold all of his cattle, including the prize bull, "Jumbo," to local ranchers. He plans to put the money into his California ranch when his hitch in the Navy is up.

One of the many Navymen whose hobby is that of training or instruction is Willard R. Hamilton, airman with the Fleet Aircraft Service Squadron 117.

Hamilton is assistant scoutmaster with Troop 8 of St. Andrews Episcopal Church in Honolulu and uses his spare time in the Navy to continue the Scout work he began in Civilian life. He is one of many contributing their time to the Scouting movement.

The hobby of music always provides entertainment for others as well as the hobbyist. Numerous bands and orchestras throughout the fleet bring



LOTS of sailors spend their spare time in leathercraft work. Here a blue-jacket instructor shows one of his 'pupils' the right way to construct a wallet.

off-duty pleasures to thousands of bluejackets ashore and afloat.

An outstanding example is orchestra leader Dick Weigum, USN, a yeoman at NAS Barber's Point who is also a songwriter in his own right. He has written a number of songs and turned out a successful Navy show entitled "Thru the Years."

Demonstrating how handy a hobby can sometimes be, Oliver Hartwell, RD3, USNR, aboard *uss Newport News* (CA 148) recently "saved the day" during a combined maneuver off Algiers. Several nations were involved in the maneuver and the vari-

ous languages presented a problem. Interpreters were used for the general plans but when it came to exact details it was decided a visual presentation was needed.

Hartwell, who is an accomplished artist on the side, turned to with his pallet and brush and came up with a series of display pictures that could be understood in any language.

For the part he played in the maneuver, Hartwell received a letter of commendation from the Commander of the Sixth Fleet, Vice Admiral Matthias B. Gardner, USN.

Hobbies, you see, pay off!



LCDR Harry Sigleer, USN, shows 'fleet' to his son. Right: Les Harvey, AD1, USNR (right), describes racer to pals.



BOMB Disposaleers Learn Dangerous Doings

GOT an enemy projectile in the middle of command headquarters? Or a mine under a pier in a big harbor? Or perhaps our forces, after advancing, decide to occupy some buildings and there's a chance they might be booby-trapped.

Well, if you've ever heard of bomb or mine disposal, you'll recognize that any of the above means a job for the ordnance disposal man; a person who is neither slightly crazy nor a member of a suicide corps as some servicemen unknowingly think him to be.

Most of the time disposal work consists of "high ordering" or blowing up the unwanted piece of ordnance. This can be safely done in remote areas where there are no persons or buildings near enough to be harmed.

Once in awhile, though, a situation will arise where the only sensible solution is to render the item safe so that it cannot explode before moving it from the scene—say in the case of a bomb that has failed to function, dropped near an important factory.

"Nix to that, brother," you say. "It's liable to be dangerous." Sure it is. Any time a person handles explosive ordnance there is danger involved and he's got to be mighty careful. However, disposing of it is not nearly so bad as you might think. Look at the record. In World War II fewer than one per cent of our disposal men lost their lives.

Shortly before Pearl Harbor the



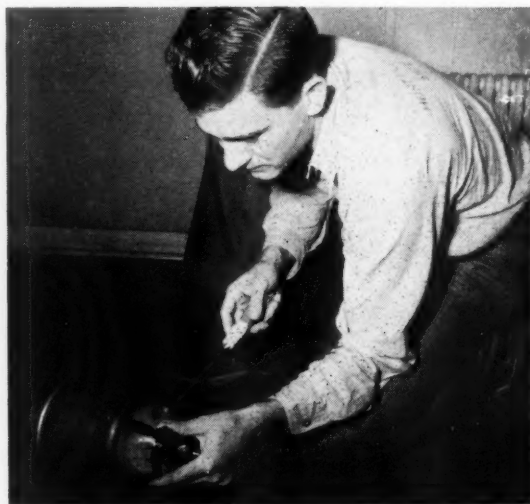
UNDERWATER MINE is rendered harmless as officer removes arming pin. Ordnance disposal teams helped 'de-harm' many 'souvenirs' after World War II.

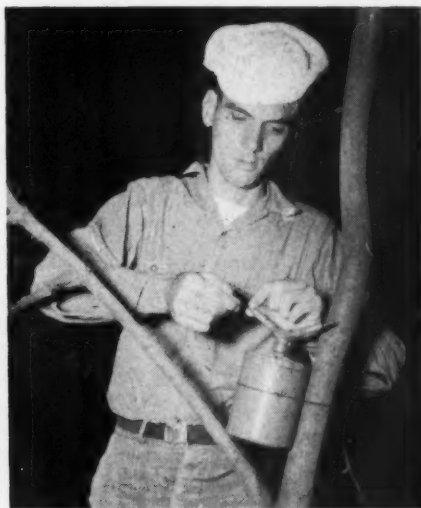
United States began training men to work with every known type of explosive. Fortunately, our services were able to profit from the hard-learned lessons of the British, who had to deal with German mines and bombs long before America entered the War. The result was a group of experts ready to tackle any of the German and Japanese explosive devices when war did come.

The Navy's Explosive Ordnance Disposal School is located at Indian

Head, Maryland, in tobacco farming country, roughly 30 miles south of the nation's capital. Use of the term *Navy* is slightly misleading. Though the Navy operates the school, the Army, Air Force and Marine Corps have a vital interest in what goes on here, since a substantial proportion of the students are from these services. In addition to stationing liaison officers at Indian Head, to assist in the school's administration, they have provided instructors to implement the

MINE DETECTOR is used to find buried mine. Right: Student from UDT disassembles a German torpedo exploder.





BMC POINTS out fuse of an 81-mm mortar. Right: German 'S' mine is rigged in Land Mines and Booby Traps course.

largely Naval Staff. Personnel from the air and land forces spend three months studying generally surface ordnance: bombs, rockets, projectiles and land mines.

The land-mines course is 21 hours long, with field problems consuming a considerable part of time. Following an explanatory session, the class is divided into two groups and each equipped with an assortment of booby trap devices and inert land mines which they take to a wooded area and rig independently of one another. Afterward, each group attempts to render the traps of the other group safe. A small detonator explodes to betray the careless.

Recently a two-week course covering the practical aspects of disposal work was begun. Student reaction has been enthusiastic. "Best thing that ever happened at Indian Head," is a typical comment on the new course. Conducted at the isolated Stump Neck Annex to the disposal school, it is designed to permit the men to apply rendering-safe procedures learned in the classroom to actual ordnance items. One feature of the course consists of constructing a timbered shaft for the rendering safe and removal of an inert bomb previously planted deep in the earth.

An additional week at "Stump Jump," as trainees have dubbed the field annex, is spent in mastering demolition techniques. Electric and non-electric firing, the proper arrangement of blasting circuits, types of explosives, and safety precautions

are particularly emphasized. Actual blasting is performed by the trainees. Incidentally, it's interesting to note there has never been a serious injury resulting from this course in all the years it has been given.

Blue jackets receive similar courses plus an additional three months' instruction in underwater weapons such as mines and torpedoes. A portion of this period is spent in qualifying as a second class diver.

Diving is done in a specially constructed tank where depths up to 300 feet can be simulated. To qualify as a diver second class, however, it

is only necessary for a man to work one hour at a depth of 50 feet.

Later, when a trainee has developed confidence in himself and the diving rig, he moves down to the Potomac River and practices disarming mines in water so muddy it is impossible to see his hand pressed up against the face plate of the diving helmet. Relying solely on the sense of touch, he finds that, after his careful training, it is possible to render one of these charming gadgets completely safe. Working conditions—at least in the summer—are ideal, he will tell you. With the river overhead and

INSTRUCTOR supervises placing of unloaded bomb in hole. Students must build timbered shaft, then de-fuse and remove bomb with block and tackle.





TWO Air Force students probe for unexploded bomb. Men from all branches of the armed forces attend Navy's Explosive Ordnance Disposal School.

all around, it's nice and cool, and there's no better way to escape the heat.

During their stay, officers and white hats received incentive pay in amounts of \$100 and \$50 respectively. If, after graduation, a man goes to an E. O. D. billet the extra pay is continued.

Korea is the only place at this time where disposal work in any amount is going on. Intelligence reports concerning disposal operations performed by units in the field are carefully evaluated by the school staff with a view toward including in the

present curriculum material that is likely to be of value to future E. O. D. men. As a result, when a man graduates, he can be sure of being abreast of the latest developments in explosive disposal.

A recent report from Korea tells of the job accomplished in defuzing dud fired projectiles and bombs. Many times the disposaleers come in for praise and gratitude by the civilians after they've gotten rid of a dangerously located piece of ordnance.

One disposaleer attending the school can testify to similar experi-

ences in the World War II. On one occasion, a French farmer had a couple of 500-lb. general purpose bombs lying in his front yard. Understandably neither he nor his family slept as well as they might have. He asked the ordnance expert to help him out. "I defuzed the bombs for the farmer," the disposaleer relates, "and then the party started. It was just after that part of France had been liberated. During the occupation, a lot of wine had been kept hidden from the Germans. The farmer broke it out, invited people from miles around, and really threw a party. I was wined and dined by everyone for three days. After it was all over, he invited me to live with him as his guest. However, the disposaleer states sadly, "the following day I got orders to move on into Germany, so that was that."

Following World War II, the Navy decided to continue the school. Since there was no pressing need for disposal men, the number of students in attendance was necessarily small.

The Red invasion of South Korea brought about a considerable expansion of the facilities at Indian Head—new classrooms were added, the number of instructors nearly doubled, a great many training aids acquired. (The activity now has a museum housing a large store of inerted World War II ordnance, both American and foreign, including a mammoth 29-foot Japanese torpedo recovered on Guadalcanal in 1944).

At present, some 200 men are in training, including, occasionally, members of the Canadian armed forces. Besides turning out new disposaleers, the school offers yearly refresher courses to those already in E. O. D. billets, and handles Reserves coming to Indian Head for their annual two week stint of active duty.

It doesn't take a "brain" to get through E. O. D. schools. Plain common sense is as valuable as a high I. Q. A GCT of 55 and a MK ELECT or MECH of 50 are required of enlisted applicants. BuPers C/L 175-51 of 11 Oct. 1951 gives all the dope. E. O. D. offers a variety of interesting assignments in practical disposal work or intelligence as a number of former disposaleers eager to return to this duty can testify. Certainly there is no more closely knit fraternity within the military. They will merit the respect they have earned for themselves throughout the services.—LTJG Walter F. Johnson, USN.



STUDENT takes apart a German depth charge pistol as classmates take notes on the 'operation.' Men must study both U.S. and foreign ordnance.



NavCads Work, Play

NAVAL Aviation Cadets, undertaking training at the Naval Air Training Command, NAS Pensacola, Fla., participate in a well-rounded academic, military, athletic and flight training program designed to qualify them for a commission in the Naval or Marine Corps Reserve and designation as naval aviators.

NavCads report in at the U.S. Naval School of Pre-Flight at the "Annapolis of the Air." From pre-flight, the successful student advances to basic training in aerobatics, instruments, gunnery and tactics, climaxed by six take-offs and landings in SNJ "Texan" Trainers on board *uss Cabot*, (CVL 28).

Upper left: Flight students check schedule board at Corry Field before taking training hops. *Upper right:* NavCads get the word from landing signal officer. *Right center:* Two NavCads enjoy the surf and white sand beaches near Pensacola—and the company of two fair damsels. *Lower right:* Color guard leads classmates to the parade ground for regimental review. *Lower left:* Flight students prepare for practice landings on board *uss Cabot*.





'LIQUID LIFE'—blood plasma—is administered to wounded by Navy hospital corpsman at a Korean medical station.

Front Line Corpsmen—On Land and Sea

"IF POSSIBLE," said the former Navy doctor, "I'd like to learn the whereabouts of a couple of hospital corpsmen with whom I served while on active duty. I think they were Reservists."

"I'm asking this," he explained to BuMed, "because I want one or both to work with me in my office. Since I returned to civilian practice I've been able to appreciate fully their true worth. I haven't met anyone like them since I left the service."

Chances are pretty good that you won't meet anyone like them in civilian life either, for through the years the Hospital Corps—the enlisted man's corps—has quietly been building a tradition of selfless devotion to duty seldom to be found anywhere. There are many Navymen and Marines alive today who owe their existence to the prompt action and skill—and, frequently, courage of the highest nature—of an unknown Hospital Corpsman.

Every Navyman has experienced their ministrations at one time or another. If you've ever been given an inoculation, been sick, wounded or injured, you've received care by a

Corpsman. Your pre-enlistment physical was conducted by a Corpsman under the supervision of a medical officer.

In addition to conducting routine examinations, Corpsmen perform a wide range of medical and clerical duties such as nursing, first aid, ward and operating duties. Many are also technicians in specialized fields such as X-ray, clinical laboratory, pharmacy, environmental sanitation, embalming, etc. Some serve independently on small ships, treating all injuries and sickness, exclusive of major surgery.

All these tasks cannot be provided for the entire Navy and Marine Corps by the comparatively small group of Regular Navy Hospital Corpsmen. There just aren't enough. If you've received any of the services described above within recent years, it was probably a Reserve Corpsman who attended to your needs.

During World War II, for example, more than two-thirds of the Corpsmen on active duty were Reservists. To maintain proficiency in the complexities of their rating, most Corpsmen found it wise to join the

Naval Reserve upon their release from active duty at the end of World War II. It requires years of training to produce a good Corpsman. Many veteran Corpsmen have volunteered or have received orders to active duty following the outbreak of the Korean war. Since that time, Reservists have comprised more than half of the Hospital Corpsmen who have seen service ashore, afloat, and in the field with Marine units. Approximately ten per cent of the total of Reservists ordered to active duty since Korea have been Hospital Corpsmen. Today, Reserve and Regular Hospital Corpsmen in Korea and elsewhere throughout the world are continuing the tradition of quiet heroism which, during World War II, resulted in the Corps' receiving more decorations in ratio of men than any other unit. Citations are studded with such phrases as: "braving artillery, mortar and machine-gun fire from strongly entrenched hostile positions" . . . "constantly and unhesitatingly moving from one casualty to another to attend the wounded falling under enemy barrage."

Many such acts are, however,

comparatively unknown, to be recorded only casually if at all. Few, for example, now recall the names of the Corpsmen who participated in the dramatic and bloody withdrawal from the Chosen Reservoir to Hungnam. This occurred in the middle of a bitter Korean winter during which time the 1st Marine Division annihilated eight Communist Chinese divisions in a sixty-mile fight, bringing out in a cool, well planned and executed attack, every one of their dead and wounded. Included in this journey was the five day and five night continuous fight from Udam-ni to Hogaru in 30-degree below zero weather with no fires and no warming tents for the wounded, frozen C rations for food, snow for water, and the hills lined with thousands of the enemy for 16 bloody miles. They arrived with 2500 casualties who were, somehow, given resuscitation and care, sheltered, warmed and fed in preparation for the continued trek.

RADM Lamont Pugh, USN, Surgeon General of the Navy, following an extended world-wide tour of naval medical and dental facilities has said, while referring to the new record low two percent mortality rate of those wounded in action: "Second in importance to no other single factor has been the magnificently efficient manner in which the Hospital Corpsmen of the Navy are fulfilling their mission."

Action in Korea, however, merely continues the tradition established many years ago.

While the Hospital Corps, as such, came into existence only with the Spanish American War, its origins date back to the obscure antiquities of the British and American navies.

"The loblolly boy is to serve the surgeon and surgeon's mate," according to an 1814 copy of *Navy Regs*. The record of the advent of "surgeon's stewards" (forerunner of the present pharmacist) is more or less obscure, but it seems to have been shortly after the establishment of BuMed in 1842. The Civil War saw the creation of the Navy male "nurse" in 1861. The "bayman" arrived about 1873, and the title became official in the Navy Regs of 1876. The title of "surgeon's steward" was officially changed to that of "apothecary" in 1866, and still later by the Act of 1898 to that of hospital steward.

Among the first Naval Reservists



CORPSMAN assists doctors in giving transfusion on board ship. Sometimes, in great emergencies, corpsmen have successfully performed operations.

to enroll in the newly organized Naval Reserve in 1916 were T. B. Holder, HA1, who, BuMed records show, was the first Reserve Hospital Corpsman to be ordered to active duty (he reported on board *uss Nevada*), and Spencer M. Rugg, HA, the first to receive active training duty. *uss Oregon* was his school-room.

Since that time, hundreds of thousands of Reservists have followed their example. It isn't now known what kind of training Rugg received

while attached to the *Oregon*, but today's training is exemplified by Organized Surface Division 4-25 (HOSP), the first activity of its kind in the armed forces, being devoted exclusively to the training of Reserve Hospital Corpsmen.

Training here is conducted in the veteran's out-patient department of the Naval Hospital, Philadelphia, where drills are held each Thursday night. Lectures and practical discussions on anatomy, physiology, artificial respiration, and treatment of



NAVY CORPSMEN remove wounded Marine from ambulance somewhere in Korea. Corpsmen serving with Marines wear USMC uniforms with Navy rates.



IN-FLIGHT penicillin shot is given to battle-weary man in top litter by HMC while another corpsman makes a note in patient's log of the injection.

wounds, burns, fractures, infections and atomic injuries are given by Reserve medical officers who are members of Organized Surface Division 4-25. Lessons learned in theoretical discussion on nursing care, hygiene and sanitation are directly applied in the wards of the hospital where the Reservists receive further instruction and stand regular watch in addition to witnessing operations, autopsies and the functioning of an iron lung.

Every Hospital Corpsman is a volunteer. During recruit training at Naval Training Centers, a recruit has the opportunity to enter the basic Hospital Corps school for training

as a Hospital Corpsman, providing he has the required qualification.

In the basic course of 20 weeks, the budding Corpsman learns the fundamentals of anatomy and physiology, first aid and minor surgery, hygiene and sanitation, nursing and dietetics, materia medica and toxicology, pharmacy and metrology, bacteriology and laboratory technique, elementary chemistry, radiological safety and military requirements.

Reserve Hospital Corpsmen without previous training are also sent to such schools when first ordered to active duty. Organized Reservists with previous active duty experience continue to maintain proficiency in

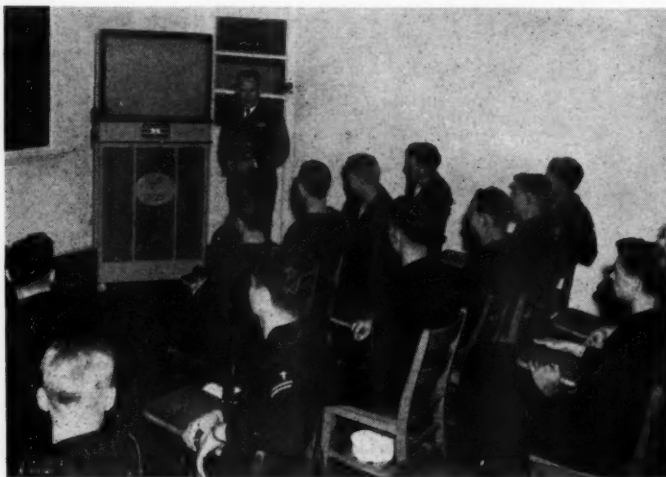
their rate by attending weekly drills, annual training cruises and correspondence courses. As with Regulars, Reserve Corpsmen are enlisted directly in the Organized and Volunteer Naval Reserve on their own application. Authority to be enlisted in each of these groups must be issued for each individual applicant.

For those Corpsmen who are qualified, there are also numerous lines of specialization that they may prepare for, and there are advanced courses of instruction for all of these specializations.

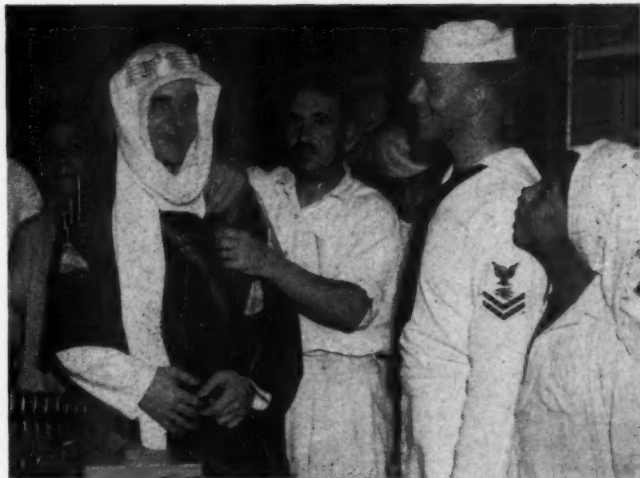
Fields of specialization include chemistry, aviation medicine, clerical procedures, food service work, deep-sea diving, dental technique, electrocardiography and basal metabolism, embalming, laboratory technique, medical field service, photo-microphotography, operating room technique, pharmacy, physical therapy, property and accounting, and roentgenology.

Besides serving on board all seagoing vessels of the fleet, Corpsmen serve at every type of shore station as well. Corpsmen of the two highest ratings are selected for duty on board small ships to which no medical officer is attached, and at isolated stations far from contact with other personnel of the medical department.

No matter where they serve or what their duties may be, all Hospital Corpsmen, Regular and Reserve, strive to uphold the oft-quoted mission of the Navy Medical Department: "To keep as many men at as many guns as many days as possible."



AUDIO-VISUAL aids are used to teach corpsmen their 'trade.' Right: Two corpsmen run blood counts in laboratory.



Sailors' Souvenirs

HUNTING for souvenirs to send back home is one of the favorite past times of navymen on liberty. Sometimes it may be a jewelled cigarette case, sometimes a tooled-leather purse. Perhaps a piece of jade for your wife or sweetheart, or some antique silver for Mom.

So it goes—from Capri to Gibraltar, from London to Rome, from Pearl Harbor to Manila. In sidewalk shops and bazaars, in old established stores with “knee-deep” carpeting and in tiny holes-in-the-walls, sailors seek out unusual gifts and souvenirs to bring back home.

How many sights like these have you seen? *Upper left:* Sailor from *uss Leyte* (CV 32) examines statuettes outside the Acropolis at Athens, Greece. *Upper right:* Adventurous sailor tries on an Arabian outfit during visit to Bahrein Island in the Persian Gulf. *Right center:* Manila shops and horse-drawn cabs attract these white hats. *Lower right:* Two chiefs examine silver in a Tripoli shop. *Lower left:* Marines inspect curios, looking for gifts for the home folks.





FIREFIGHTERS on board USS Boxer (CV 21) drag belts of 20-mm ammo away from burning plane in hangar deck.

Emergency Safety Measures Pay Off

THE serious fire which scourged the aircraft carrier USS Boxer (CV 21) late this summer proved once again — if proof is needed — the value of quick, efficient damage control.

The day's work on Boxer had begun at 0300 that morning. The first strike on North Korean targets had returned and its planes were being serviced with ammunition, bombs and gasoline. The time was 0616. Without warning a gasoline tank of one of the planes exploded, starting an inferno of fire, fumes and explosions that challenged the best efforts of Boxer's firefighters and damage controlmen for nearly four hours.

No sooner did the fire break out than the firefighters swung into action. The frequent drilling of the ship's 3000-man crew in "fire drill" and damage control, as practiced by Boxer and common to all ships of the Fleet, now paid off in the saving of lives of many men trapped in the

blazing hangar deck, and in holding property damage to a minimum.

This fact was borne out by the ship's commanding officer, who warmly praised the men of the fire and rescue parties for their level-headed and heroic actions in facing the roaring flames, choking gas, acrid smoke, and unexpected explosions of ammunition.

The experiences and heroic incidents of Boxer's tragic accident serve as an object lesson. Its moral: every Navyman must become skillful in damage control and firefighting.

Here are but a few of the incidents which characterized the well-drilled response of her crewmen to Boxer's

disastrous fire. It was a kind of fire-fighting which led the ship's commanding officer to say later: "Your unhesitating willingness to save the ship and your shipmates was a supreme test of valor and devotion to duty."

Sixty-three men caught in the first sudden explosion, smoke and flame, were forced to abandon ship by jumping into the sea. All but one were rescued by helicopters and small boats. The action was not panic but clear-headed decision—they were getting out of the immediate area of the explosions.

Minutes after the fire alarm had sounded, men were rushing from all parts of the ship to their fire stations. Fire and rescue parties formed quickly.

Cady E. Leib, AB3, USN, after directing the removal of planes near the fire, donned an oxygen breathing apparatus and searched for men

**Navyman Knew What To Do
When Fire Broke Out
In Boxer's Hangar Deck**

trapped in smoke-filled spaces. He first rescued four men from a compartment above the hangar deck. In two more trips below, Cady rescued five more and brought up the bodies of two others.

Making trip after trip to fire rooms No. 3 and No. 4, John Lewis, Jr., FN, USN, without benefit of an oxygen mask, rescued at least 11 men. Some witnesses say it was 15. His rescue efforts ended only when he, himself, was overcome by smoke and required oxygen treatment.

Some of the volunteer workers administering first aid to injured shipmates were themselves injured while assisting the ship's over-taxed hospitalmen and doctors. One doctor and two hospitalmen were killed while performing their duties. In all nine men were lost during the fire.

The *Boxer's* executive officer and the chief engineer moved through the stricken areas to direct the firefighting and rescue efforts. Far below the waterline, men of the engineering division donned oxygen masks to enable them to remain at their vital spaces.

When the gunnery officer, asked three men to help heave a hose into place, he recognized the senior chaplain among the volunteers.

Every man who could find working space and firefighting equipment to use was bearing a hand. The story of many such incidents, performed with determination and proficiency, will go down in the ship's history—many other similar courageous performances of crewmen may never be recorded.

With each plane a potential fire bomb, the hangar deck officer gathered a crew of men on the flight deck and lowered No. 3 elevator. They pushed a plane on to the elevator and started the plane's engine. The whirling propeller helped clear the hangar deck air of smoke and gas fumes so that firefighters could see better.

Finally, the fire was brought under control and the ship's crew could turn to on the task of restoring the ship to combat readiness.

After a survey of the damage, the carrier reported to Commander, Seventh Fleet that it could continue combat action. However, *Boxer* was ordered back temporarily to Yokosuka, Japan, for repairs, but within three weeks was back in the fight again.



REMAINING flames are doused by hoses as sailors get fire under control. Below: Smoke billows through well of number 3 elevator from hangar deck.



NAVYMEN are prepared to fight fires by training received while recruits and in Fire Fighters School. Here, recruits try to put out fire raging in mock plane.



SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

SCOOPING UP AIR SAMPLES and making temperature measurements 65 miles up in the atmosphere is the job of the Army Signal Corps' *Aerobee* rocket. The data obtained by the 150 pounds of experimental equipment carried in each rocket assists the Signal Corps in making more accurate long-range weather forecasts. It also aids in the construction of guided missiles for atmospheric flight.

Sampling the air—20 to 65 miles up—primarily is a matter of bottling it. Air scoops that extend several inches out from the rocket skin have been devised which, at the proper time, permit air to flow into the cylindrical 500-cubic-inch capacity steel bottles. The rocket-borne sample bottles open up for about four seconds during flight and then automatically seal, capturing the air for analysis.

This scooping up of small chunks of atmosphere is being done at the White Sands Proving Grounds, N. M.

Analysis of the samples requires an elaborate system to separate the gases. Preliminary results from several universities assisting in the research tend to prove that atmospheric gases are mixed together up to about a 40-mile altitude. Above this level, a significant increase in the concentration of the light gas, helium, has been detected with a corresponding decrease in the concentration of the heavy gas, argon.

The *Aerobee* rocket is similar to the Navy's "Viking 7" which has been used to probe atmospheric conditions in the upper stratosphere, 100 miles up and higher. (See ALL HANDS, November 1951, p. 37.)

★ ★ ★

A TANK LEADER'S REACTION COURSE is giving the Army's trainees a chance to prove their prowess at making decisions quickly and correctly as they maneuver their tanks over a simulated combat course at Fort Knox, Ky.

Here are some of the situations a tank leader and his crew are likely to run into—

The tank rumbles through the wooded mile-long course. The student tank leader sees the wreckage of



LIFE-SAVING OXIMETER, designed to warn flyers when oxygen supply is in danger, is being tested by USAF.



NEW HELMET ASSEMBLY, with aluminum shell and shock-resistant plastic liner is tested by Quartermaster Corps.

an "enemy" aircraft. What commands does he give his crew? How about the possibility of an ambush if he stops to search the wreckage? Should he report the plane to armored infantrymen who are following? The student is graded on his reactions, his regard for the security of his tank and his aggressiveness.

The tank moves on up a hill. A hostile tank appears on the ridge. Should he commence firing while he is moving or should he get off a quick round and then retreat out of the line of fire. Again his decisions—their rapidity and correctness—are graded.

Another student must give the commands when an ammunition dump is sighted. Is the ammunition ours, or is it an enemy dump, perhaps booby-trapped?

The course is part of a new tank leader training program. Approximately 35 per cent of the graduates move to the Armored School for OCS enrollment.

★ ★ ★

PLASTIC WHOLE-BLOOD CONTAINERS may replace the familiar glass bottles if the new plastic bags pass tests being carried out by the Army Medical Services.

The plastic containers have proved equally valuable in both field trials and hospital use, the Army Surgeon General says. Reports from Army medical centers show that arterial transfusions are both easier and safer to give when whole blood can be forced into the patient's bloodstream by direct hand pressure on the plastic container. This eliminates the need for a special apparatus to build up pressure with the attendant danger of air entering the system.

Blood packaged in the lightweight and small (6 x 8-inch) containers occupies only one-half the space required by glass bottles now in use and can be air-dropped to troops in combat without danger of breaking. The empty bags can be stored in approximately one quarter of the space taken up by the glass bottles.

The plastic containers can also be used for collecting blood from donors. Although they do not have the vacuum pull of the bottles, the plastic units can be filled in from 8 to 16 minutes.

CLOTHING PACKED IN STEEL CANS may be the order of the day if current tests being carried out by Air Materiel Command, Wright-Patterson Air Force Base, Ohio, continue to be successful.

Test shipments of clothing in steel drums were started in January 1952. Since then the Air Materiel Command has sent overseas some 1,200 steel drums. Each drum carries a questionnaire to be filled in by the receiving unit. The questionnaire asks for comments on the condition of clothing received and for comparisons between this container and the conventional corrugated cases or wooden boxes. Air Materiel Command expects the airtight metal containers to afford better protection against the natural elements and pilferage. The same cans could also be used again and again. Thus far, replies have borne out this contention, AMC states.

The drums are of standard manufacture. They are constructed of 20-gauge black iron and are of 15-gallon, 30-gallon and 58-gallon capacity. Interior linings are heavy lacquered. Outside paint is black without decoration, vents or fittings. Since the containers are standard commercial drums, they may be readily procured.

★ ★ ★

NEW MAINTENANCE HANGARS to be constructed for the Air Force under a contract with Army Corps of Engineers will accommodate the largest aircraft now in production or being planned.

The Army announced that the hangars are the largest ever designed for the Air Force. All of the hangars are of double cantilever design in three basic sizes. The biggest has a ground floor dimension of 600 x 250 feet. The smallest of the three sizes may be expanded if necessary.

Door openings of the hangars are 60 feet in height and each door is operated by separate built-in motors controlled by push buttons. In the event of power failure, the doors could be operated by jeeps.

Despite the huge size of modern aircraft, the new hangar sizes have been kept down by designing them so

that tails or noses of larger planes project outside the doors. Consequently, the middle sections of the doors are fitted with canvas panels cut to fit the tails or noses.

★ ★ ★

LARGEST AND NEWEST CABLESHIP in operation under the U. S. flag is the *Albert J. Myers*, at present the only cableship being operated by the U. S. Army Transportation Corps. She is being used in support of the Alaskan Communication System for maintenance work on the marine cable which runs from Seattle to Alaska.

An odd-looking craft, the bow and stern of the ship are blunted in a roll shape for ease of paying out and hauling in submarine cables. She is 365 feet in length and can carry up to 1000 miles of deep-sea cable in her specially designed holds. Cable laid in deep sea, where it is relatively free from disturbances, has less protective covering and therefore is smaller than cable laid near the shoreline where sea traffic is heavier.

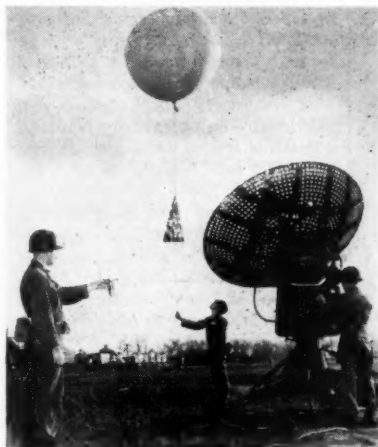
★ ★ ★

THE NEWEST MEDIUM TANK, the Patton 48, is now in production. The new tank is said to be able to outslug any land-fighting machine of its size ever built. Army Ordnance claims it provides the utmost in firepower, mobility and crew protection.

Among the tank's distinguishing features are its low silhouette and sloping contours. One-piece armor casting, designed to reduce the possibility of enemy shell penetration and provide the tank crew with greater vision, was employed for hull and turret.

The Patton 48 carries a crew of four—one less than former mediums. The crew consists of a tank commander, driver, gunner and loader. More room in the fighting compartment permits the crew to fight at top-level efficiency.

Firepower for the tank is provided by a new high velocity 90-mm gun designed to permit easy removal and replacement of a worn gun tube in the field. Mounted co-axially with the main gun are .50 and .30 caliber anti-personnel machine guns.



RAWIN, Army's radio wind system, permits continuous recording of atmospheric conditions as high as balloons can go. Right: Formidable fighting machine, 'Patton 48' tank has one-piece cast armor hull, better firepower.

LETTERS TO THE EDITOR

Status on Disability Retired List

SIR: I have completed 17 years and three months active duty in the Regular Navy and the Naval Reserve and was transferred to a government hospital for a year's treatment of an arrested case of tuberculosis. I am still a member of the service attached to a naval air station facility as stationkeeper. I would like to know (1) if an arrested TB case is ineligible physically for voluntary active duty.

(2) I held the temporary rank of lieutenant (junior grade) in the Regular Navy during World War II. Is it true that disability retirement is based on your highest temporary rank or rating?—E.H.C., YNC, USNR.

• (1) If the disability resulting in your retirement is of a permanent nature, you may be placed on the Temporary Disability Retired List and be subject to periodic physical examinations.

The Career Compensation Act of 1949, section 405(b), provides that "if, as a result of a periodic physical examination, a member of a Reserve component of the uniformed services whose name has been placed on the Temporary Disability Retired List is found to be physically fit to perform the duties of his office, rank, grade or rating, he shall,

Purpose of Advance Pay

SIR: I was recently transferred on a permanent change of duty orders and was informed that I could draw one month's advance pay in accordance with Alnav 41-50. An endorsement to that effect was placed on my orders, but the disbursing office tells me I am not entitled to advance pay because I am not married.

No reference is made in the Alnav or BuSandA Manual, Sec. 54285, that an individual's marital status is a prerequisite for payment of advance pay. What is the accepted practice of this rule?—C.H.B., PN1, USN.

• The purpose of advance pay is "to furnish temporary relief from the expenses of providing transportation, temporary storage of household goods, packing and shipping costs, and the procuring of new living quarters." Since a member without dependents would not be likely to incur such expenses, his commanding officer would not ordinarily authorize an advance of pay to an unmarried member (or to a member not responsible for legal dependents).—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

subject to his consent, be reappointed or reenlisted as the case may be in his Reserve component."

(2) On determination by the Secretary of the Navy that service in the higher temporary rank or rate was satisfactory, retired pay is based on this higher temporary rank or rate. While a member is on the "Temporary Disability Retired List he will be retired in rank or rate held at the time of retirement, with pay based on the highest temporary rank or rate. On being permanently retired, an individual will be advanced on the retired list to the highest temporary rank or rate satisfactorily held with pay based on that rank or rate. In case the Secretary of the Navy makes the determination of the highest rank held after the date of retirement, such pay is retroactive to date of retirement.—Ed.

WW II NUC for LST

SIR: ALL HANDS, May 1949, page 56, lists units and ships that received Presidential Unit Citations and Navy Unit Commendations awarded during World War II. This list does not include my old ship, USS LST 464 which was presented the NUC by Admiral Halsey during operations in the Pacific. How about this?—M.A.F., SN, USN.

• The list of ships and units published in May 1949 included all PUC and NUC awards designated and available at that date. In a later revision of NavPers 15790, Decorations, Medals, Ribbons and Badges of the U.S. Navy, Marine Corps and Coast Guard, USS LST 464 is included.

She was awarded the Navy Unit Commendation for her action in the Philippine Islands for the period 24 October through 30 Dec 1944. She also rates two stars on the Pacific-Asiatic Campaign Ribbon for "supporting and consolidating operations designated by Commander Seventh Fleet," and the period 17 May through 18 Oct 1944. Her second star was awarded for "Leyte landings" from 18 October through 29 Nov 1944. The ship and crew are entitled to the World War II Victory Medal.—Ed.

Assignment to Sea Duty

SIR: I have been stationed at a naval air station for two years and have but 13 months to go on my enlistment. Before my time is up in the Navy I would like some duty on an Atlantic Fleet aircraft carrier—or any other sea duty as a second choice. What's the story on this?—J.H.R., AN, USN.

• After you have been reported to BuPers as having completed a normal tour of duty ashore, you will be reassigned to sea duty in a routine manner (in accordance with BuPers Circ. Ltr. 36-50; NDB, January-June, 1950).—Ed.

College Degree for Home Study?

SIR: I am working toward a college degree in journalism and have completed courses from USAFI and the U.S. Naval Correspondence Center. It seems that attainment of my goal is literally hopeless unless there is a school that will grant a degree by correspondence study.

The Information and Education Officer at this base tells me that no college or university will grant a degree unless the student is physically present in classes for at least one year. I am assigned to this activity for a normal tour of shore duty and since there is no college or university in the area where I can attend, my progress toward a degree is stymied. Is there any school where I can complete my work for a degree by correspondence study?—A.J.C., YN2, USN.

• There are no accredited colleges in the U.S. that will give a degree solely on the basis of credits received for satisfactory completion of home-study correspondence courses. However, at future duty stations you should have an opportunity to attend actual college or university classes, either in this country or at some overseas base.

Here you may receive a substantial amount of credit for your accumulated courses. For example, resident classes are available to armed forces personnel at many overseas bases where courses may be completed for a degree.

The University of Maryland has such a program in Europe and the University of Louisiana in the Caribbean. The amount of your correspondence credits a college will accept toward a degree varies with the college concerned.—Ed.

Souvenir Records

In this section ALL HANDS prints notices from ships and stations which are publishing souvenir records and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with the order.

USS Clay (APA 39)—ALL HANDS has on hand several copies of a large group photograph showing officers and crew of USS Clay as they appeared in December 1945. The photo was taken at San Pedro, Calif., while Clay was on "magic carpet" duty. Ex-crewmembers of Clay who desire this photograph may obtain one or more copies free of charge by dropping a letter or post card to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Utility Jackets for EMs

SIR: Has the uniform board considered adoption of the "Eisenhower" type dress jacket such as is now worn by the other services for naval officers and EMs?

Another point raised in discussion of the ALL HANDS article on military insignia, February 1952, pages 31-34, is that non-commissioned officers of the other services wear rating insignia on the sleeves of both arms, while Navy-men wear rating insignia only on the left sleeve. Standing to the right of a formation it is not possible to tell a seaman recruit from a petty officer first class. Do you think the Navy will adopt the uniform of rating badges on both sleeves?—F.F.H., YNTC, USNR.

• **The Permanent Naval Uniform Board** of the Bureau of Naval Personnel some time ago considered the "Eisenhower" type jacket and disapproved it. The Board's decision was that this type jacket is not suitable with naval uniforms, nor would it serve any practical purpose.

However, the Board now has under consideration a "utility" jacket for wear with dungarees or undress blues. Several hundred of these jackets are being tested in the Fleet for evaluation.

This jacket is blue in color and has a wool lining. In weight, it falls about midway between the dungaree jumper and the cold weather jacket. If approved, this blue jacket—and it's for turning-to purposes, not for dress—will be made available for purchase at ship and shore clothing and small stores.

The Board also considered proposals to put rating badges and group-rate marks on both sleeves of enlisted men's jumpers, but this change was not approved. The wearing of insignia on one sleeve only is traditional with the Navy and it has never been deemed necessary to change it.—Ed.

One Path to a Commission

SIR: Suppose an enlisted man of the Regular Navy or Naval Reserve completes correspondence courses of the college level and certain officer correspondence courses. If he passes the Officer Qualification Test and meets physical requirements would he be eligible for a commission in the Naval Reserve?—G.P.D., YN3, USN.

• Ordinarily one of the requirements for appointment to commissioned grade in the Naval Reserve is graduation (with a baccalaureate degree) from an accredited college or university.

A good bet for a man such as you describe would be the NavCad program. Qualified EMs between 18 and 27 years of age who are serving on active duty in the Regular or Reserve components of the Navy or Marine Corps may apply for training as naval aviation cadets.

Educational requirements for men in the active duty category are somewhat lower than for civilian candidates. EMs who have graduated from an accredited high school or secondary school are eligible to apply provided they have successfully completed the USAFI college level GED tests and have attained certain minimum scores on the Standard Classification Tests. Further information on this is contained in ALL HANDS, p. 48, May 1952.

A full college education is not now required for men obtained from civilian sources, either. Civilian candidates who get in two years (60 semester hours or 90 quarter hours) of satisfactory work at an accredited college or university qualify for the minimum civilian education requirement of the NavCad program. This work may be done either by correspondence or by actual attendance.—Ed.

Souvenir Books Are Limited Editions

SIR: The July 1947 ALL HANDS states that the USS Bennington (CV 20) souvenir book was free to former members. I recently wrote to the address you gave, but was informed that no books were available. I still desire the souvenir book. Can you help me at this stage of my endeavour?—E.F.P., MU2, USN.

• A thorough check reveals that the particular souvenir book you want is no longer available. Souvenir books are produced in limited quantities by and for the individual ship's company. Evidently the books for your ship were all passed out.

Compiling a souvenir book is a joint operation. Ship's company members write the copy, furnish the photographs, design the "lay out" of the book and look after the financial end. Commercial publishing outfits take care of the printing and binding. The finished product is by no means an "official" publication.

Some ships issue them free to crew



FLAGSHIP displays own signal letters on port side, admiral's on starboard.

Ship Should Fly Identifying Flags

SIR: Because of the various changes in the newer signal publications, I feel that I may not be up to date on some of the flag-display practices. I would appreciate it if you would give me the latest information on two points. First, are numerals allowed to be surcharged on the broad command and burgee pennants? Second, when a ship enters or leaves port, are the radio call letters of an embarked flag officer to be flown?—W.M.R., QM1, USN.

• The new flag-display publication, "U.S. Naval Flags and Pennants, Descriptions, Uses and Customs" (DNC 27), authorizes the surcharging of numerals on the broad and burgee command pennants to indicate the organizational number within a type. An example of this would be an LST flotilla, a submarine squadron or a destroyer division.

Regarding the display of flag officers' radio call letters when entering or leaving port, the following is stated in ACP 129: "When prescribed, ships entering or leaving port during daylight will hoist their signal letters. In certain cases the use of visual calls may be prescribed." In the case of a flagship, it is customary to hoist the ship's signal letters on the port side and the flag officer's call on the starboard.—Ed.

members, the ship's store profits helping to pay for them. Other ships use the ship's store profits to defray part of the cost and sell the books at less than cost. Naturally these books are not printed in unlimited numbers, but at the rate of, say, three for each man aboard—enough for himself, his family and a special friend. They are sold until they're gone and rarely, if ever, come out in a second printing.—Ed.

Coast Guard's Eastwind Makes New Poleward Record

Highlight of this year's resupply expedition to the joint U.S.-Canadian arctic weather stations was the poleward charge of the Coast Guard vessel *Eastwind* (WAGB 279). This sturdy icebreaker, working her way between and around heavy floes of solid ice, reached a position 442 nautical miles (508 statute miles) from the pole.

In doing so, she exceeded by eight miles what is believed to be the world's record for north-ranging ships traveling under their own power. *Eastwind* set the old record herself in June 1950. The new latitude reached was 82 degrees, 38.3 minutes north.

The record was set while *Eastwind* was withdrawing from weather station "Alert," preparatory to rejoining other ships of the expedition at Thule, Greenland. She had gone to Alert to bring several tons of supplies and equipment to the weather station personnel located there. Alert is at the northeasterly end of Ellesmere Island in the Canadian Arctic. Travel through the ice—some of it 10 feet thick—was slow, even for an icebreaker. During one period it took three days to cover 120 miles.

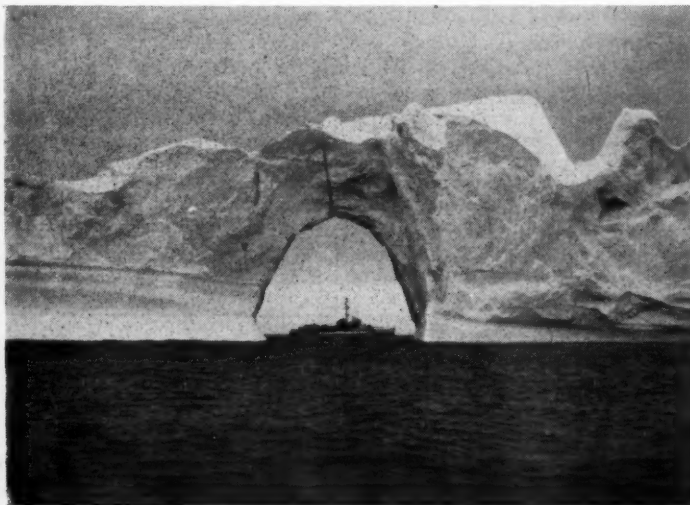
"Operation Nanook 52," title of this year's expedition, involved four ships. In addition to *Eastwind*, the

group's flagship *uss Edisto* (AGE 2), *uss Wyandot* (AKA 92) and *uss Nespelen* (AOG 55) did resupply work.

The operation got underway in mid-summer when the breaking up of the otherwise thick, solid ice makes a northerly passage possible. The cargo ship and gasoline oiler loaded supplies for the northern stations and departed from Halifax, Nova Scotia, on 24 July. They made their way to the main weather station at Thule by way of Davis Strait and Baffin Bay. Thule is located on the west coast of Greenland about 700 miles above the Arctic Circle.

Because of adverse ice conditions, the Navy task group commander decided that *Eastwind* itself would have to go north to resupply Alert. Meanwhile *Wyandot* and *Nespelen*, led by *Edisto*, the second breaker, would proceed to weather station "Resolute" on Cornwallis Island where the major amount of supplies would be unloaded.

After reaching Resolute—and making certain *Wyandot* and *Nespelen* would be able to discharge their cargoes without being damaged by ice floes—*Edisto* proceeded further to the westward through heavier ice to examine possible sites for future weather stations.



KINGSIZE iceberg makes a frosty frame for U.S. Coast Guard cutter *Eastwind* (WAGB 279) during 'Operation Nanook 52,' held in Arctic waters.

Oiler with Combat Record

SN: For a while, during World War II, I served in *uss Seven* (AO 61). I understand that she was later credited with shooting down a Japanese plane. Is that the straight dope?—W.H.T., SN, USN.

• Fleet oiler *Severn* was credited with "splashing" not one but two Japanese planes. The event took place during the landings on Leyte, P.I., in the fall of 1944.

For her participation in the Leyte landings (18 October to 29 November 1944) *Severn* was awarded a battle star on the Asiatic-Pacific Area service ribbon. A second star was awarded for the Lingayen Gulf landing (4 January to 18 January, 1945).—Ed.

Engagement Stars for Enterprise

SN: I am quoting *Decorations, Medals, Ribbons and Badges of the United States Navy, Marine Corps and Coast Guard* (NavPers 15790), which states on page 65 that *uss Enterprise* (CV 6) rates one star for "Pearl Harbor-Midway." This engagement is designated as P-1, and under that line it states "only planes which operated over Pearl Harbor."

The question here is whether the ship also rates this star, just the planes alone, or both the ship and planes.

How many stars does *Enterprise* rate for World War II?—D.S.G., QMCA, USN.

• Only those planes, pilots and crewmen from the "Big E" which operated over Pearl Harbor on 7 Dec 1941 are entitled to the engagement star P-1. However, *Enterprise* is credited with 19 other engagement stars on the Asiatic-Pacific campaign ribbon. She also was awarded the Presidential Unit Citation for the period of 7 Dec 1941 to 15 Nov 1942.—Ed.

Advancement Credits for Medals

SN: How many points are allowed for the Good Conduct Medal and other awards in the multiple computation on service-wide examinations for advancement? I have always understood that it is one point, no matter how many awards a man may have.—D.A.L., PN2, USN.

• One point credit is allowed for each Good Conduct Medal and each subsequent clasp. However, five points is the maximum allowed for all awards, whether Good Conduct, Bronze Star, Medal of Honor or any other authorized medals and awards.

Paragraph 7(D) on the reverse side of Form NavPers 624, "Report of Examination for Advancement or Change in Rate or Rating," lists the credit in multiple computation allowed for each award of Navy medals, commendations and citations.—Ed.

Transfer to USN in Same Pay Grade

SIR: Is it possible for an enlisted member of the Naval Reserve to enlist or reenlist in the Regular Navy and maintain his same rate? In my case I was advanced to CPO in December 1945 while on active duty as USN(1). I reenlisted in the USNR V6 in December 1950 as a chief.—P.J.D., DKC, USNR.

• Current recruiting service directives permit active and inactive Naval Reservists to enlist or reenlist in the Regular Navy under the same conditions as are prescribed for broken-service reenlistments of former members of the Regular Navy.

Naval Reservists serving on active duty during the present emergency may enlist or reenlist in the Regular Navy in their present rate in accordance with the provisions of BuPers Circ. Ltr. 8-51 (NDB, January-June 1951). The Reservist must be serving on active duty and meet all the qualifications required of persons enlisting in the Regular Navy.

In addition to meeting all the eligibility requirements, the Reservist must be found professionally qualified for the appropriate general service rate by successful completion of a regularly scheduled service-wide competitive examination in which all phases of the general service rate are included in the scoring. However, such enlistments in pay grade E-7 are authorized on a competitive basis. In other words, the Reservist must attain an examination score equal to the scores of Regular Navy men in pay grade E-6 whose advancements to pay grade E-7 is authorized as a result of the same examination.—Ed.

Service after Enlistment Expires

SIR: How much extra pay per month is an enlisted man entitled to if he is retained on active duty beyond the normal date of his enlistment or extension of enlistment for the convenience of the government?

If he is hospitalized beyond his discharge date for any reason not due to misconduct, is he entitled to receive this extra pay?—J.O., PN2, USN.

• The normal date of expiration of enlistment or extension of enlistment of a person serving aboard a ship outside the continental limits of the U. S. may be extended until the return of the ship to a continental port or until the transfer of the person to the separation activity nearest the port of debarkation.

If a man's enlistment is extended under the above circumstances and the commanding officer certifies that such detention was essential to the public interest, the man may be paid one-fourth additional pay plus his base pay. A member who is detained beyond the expiration of his enlistment for hospitalization, however, would not be entitled to this additional pay.—Ed.



QUARTET OF SAILORS sings hymns during religious services held on board USS Knapp (DD 653). Laymen conduct services every Sunday.

Laymen Conduct Own Services On Board Destroyer

Although there is no chaplain assigned to USS Knapp (DD 653), crew members have been able to attend religious services regularly for almost a year.

A Navy chaplain is assigned to each destroyer squadron and visits all eight ships as often as he can. Obviously, however, he cannot personally conduct services on each vessel each Sunday.

Active church-goers on board Knapp decided to do something about the absence of regularly scheduled services. Credit for start-

ing the lay-conducted services goes to Earl Russell, SO3, USNR. His enthusiasm attracted the support of the destroyer's chief engineer and several enlisted men.

Knapp requested—and received—an altar kit and a portable organ from Navy sources. The vessel hopes to receive a portable record player with a public address unit with which recorded religious services can be presented.

As many as 65 men have gathered together on the deck for Sunday services.



GROUP SINGING is lead by William N. Campbell, ET3, USNR. At right is LT F. F. Moss, USNR, chief engineer, who conducted the services.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D.C., four or more months in advance.

- *uss Gleaves* (DD 423): A reunion will be held 15 November in Boston, Mass. For further information, contact J. M. Rexroad, 117 Pohohontas St., Bukhannon, W. Va.

- *uss Enterprise* (CV 6): It is proposed to have a reunion of the men who served on board the *uss Enterprise* during World War II at a time and place to be designated by mutual consent. Those interested please contact Maurice S. Cochran, Jr., AOUC, USNR, 210% East Maincross, Findlay, Ohio.

- *uss Haggard* (DD 555): It has been proposed to have a reunion of the officers and men who served on board *uss Haggard* during World War II, at a time and place to be decided by the mutual consent of those interested in attending. For more information please write Mark C. Pope II, 916 Cardova Drive, N.E., Atlanta, Ga.

Priority I USNR Medics

SIR: During the past year many Naval Reserve medical officers—myself included—were called to active duty for 17 or 24 months of obligated service. I would appreciate learning the general policy for Priority One medical officers on two points. What directive dealt with the length of stay at a person's first duty station? The second concerns the amount of sea and foreign shore duty required of these officers. May we request specific foreign duty?—H.R.G., LTJG, (MC), USNR.

- The first point was covered in the

22 Feb 1952 *Medical News Letter* (p. 28). It stated in part: "Medical officers (coming on active duty) will be used principally during their first year of active duty as replacements for those Reserve medical officers at sea and at smaller shore stations who are scheduled for release during that period. These (newly-reporting) medical officers should be informed that except in very unusual circumstances they may expect reassignment to duties as indicated above within a few weeks after reporting."

Length of tours of overseas service and sea duty for officers are covered in BuPers Circ. Ltr. 74-50 (NDB, January-June 1950) and in the BuPers Manual (Art. C-5102). The first provides general information on length of tours of overseas service and lists various areas with the length of tours required. Tours range from six months (Attu) to 24 months (Hawaiian area and a few others). The second concerns officer rotation of duty, afloat and ashore. It states that for male officers of the Staff Corps, a regular alternation between sea and shore cannot always be effected. It also states that the usual shore-sea-shore-foreign shore sequence may be modified by the exigencies of the service and by the necessity of equalizing the character of total service performed by officers of the same grades.

Yes, specific foreign duty may be requested. Each request will be given every consideration consistent with the needs of the naval service. Requests for assignment to duty should be submitted to the Chief of Naval Personnel via the Chief, Bureau of Medicine and Surgery.

More detailed information on rotation of Medical Department personnel, including Reserve medical officers, will be forthcoming in an early issue of the *Medical News Letter*.—ED.

Church Pennant During Services

SIR: Is it mandatory that the church pennant be flown during church services?—H.J.N., HMC, USN.

- No. However, it is a naval custom of long standing. On board naval vessels, the church pennant may be flown above the ensign, but this authority does not extend to shore stations. Ashore, the pennant may be displayed separately if desired.

A brief history of the church pennant appears in the July 1952 *ALL HANDS* (p. 46) as a "How Did It Start" feature.—ED.

Eligibility for Chaplain Corps

SIR: I would like to know if the Navy has a school of ministry and if I could apply for training in this field? If not, could I be released from active service and come back in as a chaplain after completing college and a seminary?—L.E.M., SN, USN.

- No program exists whereby the Navy subsidizes the college or seminary training of applicants for the ministry or Chaplain Corps.

You may not, by Bureau of Naval Personnel policy, be released from active service in order to attend college or a seminary.

However, if you are still interested in this vocation after your enlistment expires, you may prepare yourself by completing your college work, then applying for a commission as an Ensign, Probationary, 1135, (Theological) USNR, while in seminary or applying for a commission as Lieutenant (junior grade) in the Chaplain Corps Reserve or Regular when you graduate. More on this program will appear in a forthcoming issue of *ALL HANDS*.—ED.

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Are You a Whale Banger? A Blue Nose?

ALTHOUGH the Shellback Certificate and the Order of the Golden Dragon are probably the most familiar honorary certificates treasured by Navymen today, there are a number of others—some serious, some humorous—that are also making the rounds.

For example, there is one certificate given to the venturesome bluejacket whose travels take him across the Arctic Circle, another card for making a completely unplanned parachute jump and yet another for being a member of the commissioning crew of a Navy ship.

How many similar certificates, cards and pins can you think of? Maybe you have several certificates hanging in your den at home, or carry one of the cards in your wallet. On the following pages are 17 of the most common. Before you turn the page, see how many of them you can name. All are unofficial, but they carry the weight of tradition and growing customs with them.

These picturesque certificates have an interesting history. For example, the *Shellback*, *Horned Shellback*, *Mossback* and the *Order of the Golden Dragon* are all outgrowths of the curiosity of the average sailor and his tendency to commemorate an unusual event.

To commemorate the crossing of the line, expollywogs are awarded certificates testifying that the owner has traversed the Equator, has paid his respects to King Neptune and been found worthy to join that elite group known as "Shellbacks". The certificate is proof that its owner has been duly initiated into the "Solemn Mysteries of the Ancient Order of the Deep", and is a member in the "Domain of Neptunus Rex."

Another long-observed custom that merits commemoration is the crossing of the International Date Line by sailing westward. For this crossing sailors are eligible to enter into the "Realm of the Golden Dragon" and are issued a certificate to that effect.

Seafarers who round the barren rocks and battle the stiff winds of Cape Horn receive *Mossback Certificates*. Mossbacks are entitled to the special privilege of spitting to windward if they want to risk it. Another version of the Mossback is the *Horned Shellback*. This order is made up of those men who become Shellbacks and Mossbacks in King Neptune's court, on the same voyage.

As an ancient deity, Neptune dates back to the Roman Empire. The fearsome ruler of the sea also had his counterpart in many other civilizations including the Greeks and the Norse. The symbol of his kingship was the three-tine spear and the source of his power was inherent in the perils of the sea itself. It was believed that after shattering rocks he could place them in the paths of unsuspecting vessels.

For those who did not appease him, Neptune could cook up a storm that would tear the rigging from a sailing vessel like so much matchwood. On the other hand, when his ceremonies were properly carried out, he could be a protective and benevolent figure.

The *Royal Order of Shellbacks* is today one of the sailor's leading honorary (and unofficial) brotherhoods. The seaman who doesn't belong to it just hasn't been around—and, in the life of a sailor, that's the world's worst stigma.

A 17th century writer further describes the crossing the line ceremony in his day as "a custom practiced from all antiquity, that those who are apprenticed to

the sea, and who pass certain places, where they have never passed, undergo this penalty—that is, to be cast from the yard-arm into the sea" (See *ALL HANDS* book supplement, "Superstitions of the Sea", May 1952, p. 60.)

"As to the boys", the writer points out, "instead of dipping them from the yard-arms, they were put under a basket surrounded by tubs full of water, and the rest of the crew threw water on them".

Dangerous features of the early ceremonies have been prohibited within the Navy. Today only those ceremonies are authorized by commanding officers which emphasize the long traditions behind the seafaring life and the fraternal spirit of Navymen the world over.

Other certificates have grown up and many are becoming part of naval tradition. A *Northern Domain of the Polar Bear Certificate* (also called an *Arctic Circle Certificate*) is issued to men who have crossed the Arctic Circle. There is evidence to indicate that the history of this Arctic ceremony goes back at least as far as the Shellback. Says one writer: "During the middle ages, the present ceremony of receiving a visit from a fictitious Neptune arose, when it was not, of course, performed at the equator, but on arriving within the tropics, crossing the Arctic Circle, and even in passing certain capes."

An off-shoot of the "Polar Bear Club" is the *Royal Order of the Blue Noses*, a select group of sailors "who crossed the Arctic Circle during the Navy expedition 'Operations Nanook' to the Arctic in July 1946."

At the other end of the world there's a certificate for *The Royal Domain of the Emperor Penguin, Antarctica* for those Navymen who enter his "Royal Domain of Whiteness". The owner of this certificate becomes "an

(Continued on page 34)

Exclusive Society of Korean Railbusters

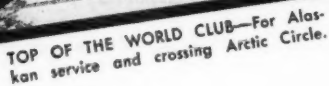
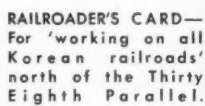
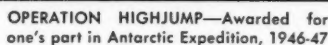
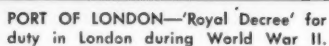
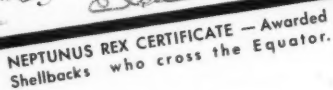
One of the newest of the unofficial service brotherhoods is the *Railcutters Union*. Originated by the Marine's "Deathrattlers" Squadron, the unique club is fast gaining recognition with other squadrons in the Far East.

Members carry a *Railroader's Union Card* which certifies that they are "members in good standing of the Railroadmen's Union, Local Chapter (Number of Squadron), Korean Area". Each member is thereby qualified as a "Journeyman Rail-cutter" and is entitled to "work on the railroads on the Peninsula of North Korea, north of the 38th parallel, as directed by higher authorities".

The certificate also entitles the bearer to "an annual pass, to be honored for transportation on any North Korean railroad line, if desired".

Marine pilots of the "Wolf-raiders" Squadron in Korea, as an added distinction, have received white railroad caps sent to them from a stateside railroad as a badge of their membership in the "Railroad Union".

"We've worked on the rails in North Korea so much that we're beginning to feel like real section hands", says the squadron commanding officer who is president of the "local".



KNOW ALL MEN by these presents: Herein bind true certificate and commemoration, under our y



Sailors' Certificates

(Continued from page 31)

honorary member of the Emperor Penguin's Royal Frozen Stiff Domain" and is entitled "to all of the privileges of this frozen realm of blizzards, including freezing, shivering, starving and any other privileged miseries that can possibly be extended during his stay in this land of answer to a Well Digger's dream".

However, you don't necessarily have to cross a line or sail around a cape to be eligible for a special certificate. For example, a *Plank Owner's Certificate* is issued to all members of a commissioning crew. It gives the owner "clear and unencumbered title to one plank or section of plank" from the deck of his ship whenever she is decommissioned. A variation of the *Plank Owner's Certificate* is the *Shackle and Grommet Owner's Certificate*. It entitles its owner to "a half-inch shackle from any ship in which he has served for 15 years or three consecutive enlistments".

In deck seamanship, a "shackle" is a U-shaped steel connection with a pin through the open-end used for making something fast. A "grommet" is a metal eyelet in a piece of canvas. The holders of *Shackle and Grommet Certificates* place great store in their membership in this rare society.

There are clubs too for those men who suffer misfortune in the line of duty. Pilots who are forced to parachute from a disabled plane automatically become *Caterpillar Club* members. Members of this club have a small gold caterpillar pin with jeweled eyes. The circumstances which cause the pilot to bail out of his plane determine the color of the caterpillar's eyes. For example, ruby eyes show that the member has survived a parachute jump after a collision in mid-air. (Pins of this type may not, of course, be worn with the official Navy uniform.)

Should a pilot have to ditch his plane at sea and take to a life raft, he is entitled to membership in the *Goldfish Club*. Similar to this club is an organization known as the *Sea Squatters* for those men who are forced to spend more than 24 hours on a life raft through no choice of their own.

Returning carrier pilots who fail to catch an arresting wire and crash into the emergency barrier become honorary members in the "High-floating Hook-bouncing Barrier Crashers", and thereby receive a special certificate for this dubious accomplishment.

In order to become a member in the *Century Club* (also known as the "Not So Ancient Order of the Hurriphooners") you must fly through a tropical storm whirling at 100 knots or better. This club was conceived by the "Hurricane Hunters" down Florida way.

Century Club members receive a scroll inscribed with the appropriate date, latitude and longitude where they qualified. The scroll also bears the legend: "At wave-level height, this member has battled forces of Neptune Rex and aerial elements of the Chief High Gremlin to a standstill". The scroll is signed by the "Most Exalted Hurriphoon Hunter and the High Hurriphoon Cloud Sniffer". It is decorated with hurricane flags, anchors, mermaids, cherubs blowing winds on a spinning globe and several PB4Y2s (the big four-engine landplanes flown by the Navy's storm-watchers).

Another club that is pretty much limited is the *Royal Order of the Highjump* for those men who took part in

the U.S. Naval Antarctic Expedition in the winter of 1946-47. The certificate for "Operation Highjump" makes it known that its owner has "transited the Panama Canal from Atlantic to Pacific on 7 December 1946, crossed the Equator at longitude 82° 47' West on 12 December 1946, crossed the Antarctic Circle at longitude 99° 44' West on 25 December 1946, reached the southernmost position at longitude 69° 55' South on 8 February 1947, rounded Cape Horn from West to East on 17 February 1947 and simultaneously crossed Greenwich Meridian and Antarctic Circle on 27 February 1947".

The *Royal Order of the Mushroom* is another exclusive club. In order to be a member in good standing, you must have witnessed the first atomic blast at Bikini atoll in 1946.

There's even a certificate for being "totally submerged" in a submarine. This is the one for *Honorary Submariners* and is "issued in consequence of such dunking".

The *West of Shanghai-Manila Club* is a World War II society. Charter members took part in the "westernmost penetration of Japanese-controlled waters by any American task group since the fall of Corregidor—Longitude 120° 35' East, Latitude 10° 40' North." Bearers of this certificate also have the distinction of being the "first American task group to enter the Sulu Sea since the fall of the Philippines".

Some certificates are given, not so much in honor of something accomplished but more as a gag for taking part in an inglorious incident. For example, when a ship tracks and attacks a whale by mistake for a submarine, all crewmen automatically qualify for the *Royal Order of Whale Bangers*.

Then there is a special certificate awarded Navymen and Marines who served a hitch in London with Headquarters, U.S. Naval Forces in Europe, during World War II. This certificate, the *Royal Decree for Having Been Stationed in the Port of London*, orders that respect be shown to its owner since—

"He has had no morning coffee, He has had instead tea. He has had no ham and eggs, as he would upon the sea. He has had his work to do and always played his hand, As all the other sailors on the sea or on the land".

Certificates like these—and like others that are probably in existence but unknown to ALL HANDS—are all part of Navy lore.

But don't write to BuPers asking for extra copies of any of these certificates. No copies are available. Furthermore all of these elaborate mementos are strictly unofficial—they are usually drawn and lettered by the men themselves who take part in the unusual event. In many cases a ship will issue to the crew certificates which have been prepared by her own members and authorized by the commanding officer.

If you're a longtime Sea Squatter or Whale Banger or even a member of the Order of the Golden Dragon, and you lose your certificate, there is not much chance of your getting a duplicate. The only possibility is in contacting the activity which originally issued the certificate, and even then the ship in which you qualified for the certificate may be out of commission, and the commanding officer and personnel records of that time have probably been changed. If you're in such a fix writing to BuPers or ALL HANDS won't help because unfortunately the individual records could not be tracked down without considerable expense.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

Navy Resupply Expedition

The Navy cargo ship *uss Mathews* (AKA 96) has returned from her latest expedition to the Pribilof Islands with a cargo of fur-seal skins valued at a cool \$5,000,000.

The Navy expedition is made annually to the two tiny volcanic islands beyond the Aleutian chain in the Bering Sea, carrying there several Department of Interior employees, and supplies and provisions which will last the inhabitants of St. Paul and St. George Islands until the supply ship reaches them again 12 months later.

The arrival of the yearly supply ship is eagerly awaited by the small group of settlers on the two windswept, fog-enshrouded islands. To them it means the arrival on the islands of several old friends and perhaps a newcomer or two who will make his home for at least a year among them.

It also provides them the privilege of restocking their personal stores with a few scarce items from the ship's store. Most important of all, it breaks the monotonous existence of everyday life in the Far North.

By the standards of the Bering Sea, unusually excellent weather prevailed during the stay in the islands this time. The crew and officers of *Mathews* divided into two sections and worked 12-hour shifts each, loading the cargo of furs aboard in record-breaking time.

The furs, procured and processed by the Pribilof Aleuts, will be delivered to the Fish and Wildlife Survey of the Department of Interior for resale.

Typhoon Aids Sweepers

It's an ill wind that blows no good. A late-fall typhoon gave Seventh Fleet minesweepers a rough time while it was blowing, but skippers reported some beneficial results after the big blow passed.

Dozens of floating mines laid down by the enemy were discovered. These mines clearly indicated several uncharted minefields and gave the ships plenty of opportunity for gunnery practice as the sweeps went about clearing the new patches.



'LUCKY LADY,' *USS Iowa's* flying taxi, takes off from the fantail of the 45,000 ton battleship for a last minute damage report on the afternoon's firing.

Good Deed by Good Deal

Quick thinking followed by fast action on the part of officers and crew of *uss Deal* (AKL 2) helped save a fleet oiler from heavy damage. *uss Kaskaskia* (AO 27) was moored bow and stern to a pair of buoys in Kaohsiung harbor, Formosa. A strong ebb tide combined with a 20-knot wind, putting a heavy strain on the after buoy, parted the buoy ring. The ship's stern started to swing with the tide, setting the vessel toward a submerged wreck.

The light cargo ship *Deal*, moored alongside, immediately got underway when notified of the heavier ship's plight. She cleared *Kaskaskia's* side, took an eight-inch manila hawser passed from the tanker's quarter and checked the larger ship's swing. This action was completed within 10

minutes, during which time the tanker's stern had made a 70-degree swing.

While still maneuvering in restricted waters, *Deal* shifted the tow line and pulled *Kaskaskia* back into position. The AO then sent a stern line to the Republic of China tanker *Aumee* (AO 301). The tanker had been using *Kaskaskia's* after mooring buoy as her forward mooring buoy. When the buoy ring had parted, *Aumee* let go both anchors.

In commanding the officers and crew of *Deal*, *Kaskaskia's* commanding officer pointed out that it was very doubtful that his ship would have been able to clear the wreck unassisted. "This wreck," he continued, "would have caused considerable underwater damage to hull, rudder and propellers had we struck it."

YESTERDAY'S NAVY

Island of Guam placed under jurisdiction of Navy Department, 23 Dec 1898.

USS Bainbridge (DD 246) rescued 482 persons from the burning French transport Vinh-Long in the Sea of Marmora on 16 Dec 1923.

DECEMBER 1952

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FIRE CONTROL party in Korea (l-to-r) Sgt J. W. Jurbin, USMC; LTJG C. H. Mays, USN; Cpl J. A. Nishimura, USMC and Cpl E. W. Phillips, USMC.

Shore Fire Control Party Checks Activities of Reds

One way in which the Navy helps keep the Communists in Korea off-balance is by harassing any build-up of troops or supplies on the coastal fringes of the battered peninsula.

To help it do this job, the Navy sends to strategic spots shore fire control parties whose job it is to keep a lookout for enemy movements and notify the ships which can then blast the enemy off the map.

Typical of these units is the one commanded by Lieutenant (junior grade) Charles H. Mays, USN. Mays, along with several enlisted Marines and a detachment of Republic of Korea marines are dug in on a small island somewhere along the Korean

coast. To say exactly where would be giving the enemy valuable information.

From their vantage point, Mays and his men watch the mainland for troop movements or concentrations of supplies. When they spot a build-up they mark its location on a coordinate chart, then radio out to the ships telling them where to lay the next round. The result usually proves annoying to the Reds.

Sampans which sneak out to try to lay a mine or two along the coastline get the same treatment. The shore party spots them and the fleet units blast them off the map. Any mines they succeed in putting down are usually swept away.

Explosion Out of the Past

The hazard of underwater wrecks was underlined recently by an experience of an LST leaving San Francisco Bay for Pearl Harbor.

Passing beneath the Golden Gate Bridge and heading for the main ship channel, crewmen of LST 975 suddenly felt a sharp jolt like the explosion of a depth charge as their ship passed between Buoys No. 7 and 8 marking the channel.

The amphib's commanding officer, thinking his vessel had hit some submerged object, ordered an investigation belowdecks. The check revealed no major damage although one com-

partment had been flooded. The ship continued to Pearl Harbor.

Only later was the cause of the jolt determined. The LST had passed over the spot where the hospital ship *Benevolence* (AH 13) had collided with a merchant ship and had sunk in 1949.

At the instant that LST 975 passed over the sunken wreck, there had been an unexplained underwater explosion deep inside the wreck that not only rattled the coffee cups of the amphib but had also been felt in parts of San Francisco. Since the incident, the wreck of the *Benevolence* has been dynamited and obliterated by the Navy as a menace to navigation.

New Submarine Squadron

Latest squadron to be added to the Atlantic Fleet's submarine force is SubRon 12. This newly-formed 10-vessel group is made up of ships from the Atlantic Reserve Fleet and active squadrons based at Norfolk, Va., and Key West, Fla.

The squadron, made up of Submarine Divisions 121 and 122, is based at Key West. *uss Bushnell* (AS 15) serves both as the squadron's tender and as the squadron commander's headquarters. Also paired off with the squadron, as its submarine rescue vessel, is *uss Penguin* (ASR 12).

The addition of Submarine Squadron 12 to the fleet is part of the Navy's present expansion program. Designation of Key West as its base makes two SubRons for Key West. Already based there is SubRon 4, which uses *uss Howard W. Gilmore* (AS 16) as its tender and squadron headquarters.

Treat for Last of the First

In a safety deposit vault of an Atlanta, Ga., bank is a very special bottle of the finest French variety cognac. It is the property of a group of Marines, members of the "Last of the First Club" of the First Marine Division—all veterans of the bitter fighting of the Guadalcanal campaign.

The cognac is not for drinking—at least, not yet. Every year, for the past five years, the bottle is taken from safekeeping for a short visit to the outside world.

Through the years, accompanied by a veteran Marine guard, the bottle will "attend" all the annual reunions of the First Marine Division as honored guest of the "Last of the First," and will then be returned to its depository in Atlanta.

The club had its inception in Atlanta in 1944 and was the first of the "last man" clubs to be organized by World War II veterans. The cognac was donated by a World War I Marine Corps veteran.

When the club membership is eventually reduced to one survivor, the cognac will make its final reunion appearance—a one-way journey. As the bottle is opened, the last man will pay tribute in a toast, not only to the gallant men who launched the first Pacific offensive of World War II at Guadalcanal, but to all American fighting men—everywhere.

Another 5,000th Dive Record

uss *Threadfin* (SS 410) is the second Atlantic Fleet submarine to reach the 5000-dive mark. She gained the distinction of being one of the "divingest" submarines of the Navy on 8 September in a routine plunge with student submariners aboard.

Threadfin is now a training submarine and consequently many of her dives were made as a "school boat," but a large number of her earlier dives were made during her notable World War II record. Her first patrol began Christmas morning 1944 when she departed Pearl Harbor, T. H. Her war log shows numerous surface battles in which she sank five enemy craft and damaged six more. The highlight of her combat career came when she teamed up with other U. S. Navy submarines and aircraft to sink the world's largest battleship, the Japanese *Yamato*.

Threadfin's new high score was made in Long Island Sound in approximately the same position that *uss Flying Fish* (AGSS 229) made her record-breaking 5000th dive last February. *Flying Fish* was also a sea-going classroom for student submariners attending the New London, Conn., submarine school.

A Visit from Your Hometown

Don't fall over the side if you suddenly hear over your ship's radio the voice of a girl back home say "Hello," or the crowing of a rooster, the whinny of a horse or even traffic sounds of the main drag in your hometown.

Navy men in far off places can now turn on their loudspeakers and hear these and many more familiar sounds from home. Available to Armed Forces Radio Stations for presentation to servicemen overseas, and available to ships at sea through military post exchanges, are new transcriptions bearing a unique new program called "Way Back Home," a daily 15-minute broadcast featuring everyday goings-on in communities large and small all over the U.S.

The folks back home can tell you when your hometown is scheduled to be heard. Listen-in and you'll hear some of the home folks introduce themselves, send greetings and offer familiar neighborhood music, observations, prayers and other characteristic touches of hometown life. Such reminders of home range from the roar of waters rushing over Grand

Coulee Dam and the hallowed ring of Philadelphia's Liberty Bell to the twilight cacophony of chickens competing for roosting space on a quiet Pacific Coast ranch and the ping of Bossy's milk hitting the pail on a typical serviceman's farm in Nebraska.

These bits of hometown life are collected on the spot and sent to Armed Forces Radio Service, Los Angeles, Calif., a branch of the Office of Armed Forces Information and Education, Department of Defense. Here the tapes are assembled into quarter-hour airings, transcribed and shipped around the world.

Those who have heard the program say it's the next best thing to talking with the folks yourself!

Retiring Chief Watched Naval Aviation Grow Up

A chief petty officer who got into naval aviation when it was "not quite a baby, but still a very young boy," has retired from the service at Ream Field, San Ysidro, Calif.

Ira M. Duncan, AMC, USN, first enlisted in December 1920 and went to "boot camp" at Great Lakes, Ill. Coming out of recruit training a fireman third class, he attended Aviation Mechanic's School, graduating from there as an aviation carpenter's mate, third class. By today's standards this was a long period of schooling—more than 13 months.

This duty completed, he reported to Naval Air Station, San Diego, Calif., for what was to be an 11-year stretch of duty with aviation utility squadrons. In those days station personnel used to chase jackrabbits off the North Island landing strips. Duncan went up the ladder to CPO, making aviation chief carpenter's mate in 1931.

The following years found him serving with various patrol squadrons (VP-1F, VP-9F, VP-4, 11, 12 and 21), and in seaplane tenders *Wright* (AV 1) and *Langley* (AV 3). His overseas service includes duty at Cavite, P. I. and, in 1941—the year his rate was changed to aviation chief machinist—at Pearl Harbor, T. H.

A three-year tour at NAS, Alameda, Calif., was followed in 1950, by assignment to his favorite air station, North Island. Early this year he began duty with the last of his many aviation squadrons—Utility

Reduction in Frostbite

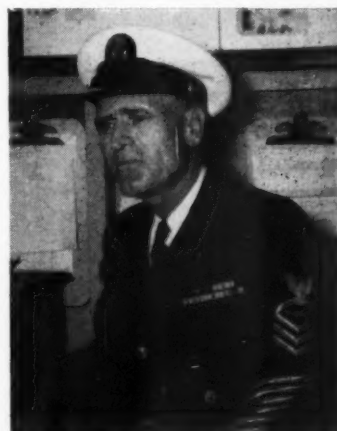
Service personnel facing another winter in Korea, are well equipped against the dangers of frostbite which plagued them in the first cold Korean winter.

The so-called "thermos" boot, now worn by fighting men, has greatly reduced the number of casualties due to frostbite. Less than 50 cases were reported among Navy and Marine Corps personnel during the 1951-52 winter.

This is a sharp decrease from the first winter when a total of 3017 Navy men and Marines in Korea were treated for frostbite. In eight cases frostbite was listed as a contributing cause of death.

Squadron 3K, a target guidance group. Eight fellow CPOs from this squadron served as sideboys in Duncan's retirement ceremonies, a ceremony highlighted by the presentation to him of a gold wrist watch from the crew.

Chief Duncan has a son in the Navy with the same rate—Virgil J. Duncan, USN, who now serves at NAS, Miramar, Calif. The younger Duncan served for a while with his dad at North Island after his recruit training in 1938. The retiring Chief also boasts four grandchildren, for whom he puts his Navy building and mechanical skill to good use. As he puts it, "Fixing the toys of the four kids is the biggest hobby in the world."—A. R. Marks, JOSN, USN.



GOING OUT on 32, Ira M. Duncan, USN, signed up for his hitch when naval aviation was a 'toddler.'



'MERCY SHIP'—LST 799 glides through Sea of Japan en route to Korea. Her boats and helicopter recovered 23 downed airmen on 10 rescue missions.

Navy Aids in Polio Epidemic

The U. S. Navy rushed immediate aid when a recent epidemic of poliomyelitis swept southwestern Iowa.

Twelve hospital corpsmen from the U. S. Naval Hospital at Great Lakes, Ill., were flown by the Navy to Sioux City, Iowa, to relieve the nurse short-

age in the polio wards at two hospitals there.

The Navymen were a welcome sight to the nurses caring for 18 respirator patients who require a constant attendant. The nurses had seen almost continuous duty since the outbreak of polio in that area.

Fast Teamwork of Task Force Saves Injured Sailor

Demonstrating how the Navy takes prompt care of its sick and injured, a story from the Atlantic fleet tells how a task force got medical aid to a burned man minutes after he was seared by a broken steam pipe.

The accident occurred on board *uss New* (DDE 818) one of the screening ships of a task group. A ruptured steam pipe in the forward fireroom seriously injured Nathan Kelley, FA, USNR and caused the ship to go out of control.

The task group immediately cut engines and transferred a doctor from the *uss Rich* (DDE 820) to the crippled ship.

Upon the doctor's request the victim was then transferred by whaleboat to *uss Salerno Bay* (CVE 110) where more extensive medical facilities were available.

Aboard *Salerno Bay*, Kelley was given immediate treatment by the ship's doctor. He suffered from third degree burns which covered 75 per cent of his body. It was decided that he should be transferred to the nearest hospital as soon as possible.

So the following morning the injured man was quickly and safely

transferred from *Salerno Bay* to *Rich*.

Five hours later *Rich* was met by helicopter in the narrows of the Norfolk harbor channel off Little Creek, Va.—the 'copter picked up Kelley and took him directly to the hospital.



SAILORS make speedy ship-to-ship transfer of casualty for treatment minutes after occurrence of injury.

LST 799 Is Airmen's Friend

Rescuing downed pilots in Korea is becoming a regular sideline for *uss LST 799*. During a recent 55-day tour in the Wonsan-Songjin area the LST's boat and helicopter saved ten airmen from possible death or capture.

Normally, the "pilot-rescuing" LST serves as a supply ship for Mine Squadron Three while its helicopter spots enemy mines for the mine-sweepers to cut. But the helicopter has proved equally adept at spotting friendly flyers who have bailed out in Communist territory.

For example, in one morning alone, the helicopter was alerted to rescue two airmen but upon reaching the designated spot the helicopter pilot found four airmen—all waiting to be picked up. To top it off, on the way back to the ship the helicopter was detoured by another LST to pick up a fifth passenger—another rescued pilot.

When the second alert of that morning came in, the 'copter went out again and got its man. As the pilot was about to head back to the LST he spotted still another downed flyer on whom no alert had been received. The 'copter swooped down, picked him up and brought both airmen back in the same trip.

Of the ten rescues made during this tour, nine were made with the ship's whirlybird. The ship's boat accounted for the tenth.

In all, LST 799 has recovered 23 downed airmen from enemy territory—but that's not all—it's crewmen are counting up a score of enemy mines destroyed. They've got 41 so far.

Audience Participation

A movie is a movie no matter where you watch it, and improvised screens and outdoor showings with the First Marine Division in Korea are no exception.

Although the Leathenecks are not bothered by noisy popcorn eaters, ladies' frilly hats or yelling children, there are certain disturbances peculiar to front line duty.

One such disturbance cropped up recently during a showing to a group of movie-hungry Marines.

The movie was stopped and the following announcement made by the operator:

"All personnel will refrain from clicking the bolts of their rifles during the feature."

Japanese Enjoy Cruiser Tour

For the first time since Japan attained her formal state of peace and sovereign equality with other nations, an American warship held open house in a Japanese port.

When *USS Helena* (CA 75) visited the port of Nagoya, a total of 31,420 Japanese visitors came aboard during two afternoons. The response was so great that the ship immediately planned another visiting period and prepared to handle up to 25,000.

The interest which *Helena's* visit aroused was evidenced by the closing of schools and some factories in this city of one million population to permit students and workers to get a look at one of the U.S. Navy's modern fighting ships. One Japanese family said they had traveled 250 miles to see the heavy cruiser.

An average of 6000 people an hour trooped around the weather decks, following well-marked traffic routes. For the benefit of the visitors, a brochure printed in both English and Japanese, giving a brief history of the ship and carrying a message of greeting from the commanding officer, was distributed.

BB Takes On Strange Passenger

A main deck scene of *USS Iowa* (BB 61) was the cause of considerable speculation among other ships operating off Korea. For resting in the shadows of the after 16-inch guns was an AD *Skyraider*.

The big attack plane had suffered damage during a combat mission of Task Force 77 aircraft and had been forced to land on a tiny U.N.-held island. *Iowa*, which was operating in the vicinity of the island on a gunfire mission, moved in, readied her aviation crane and hoisted the *Skyraider* aboard. The plane was temporarily secured to the main deck aft. Later it was turned over to an aircraft repair center.

A Sure Way to Save

Navy men on board *USS Helena* (CA 75) believe in putting something aside for a rainy day.

In the first four months of the ship's Korean operations, her crew sent home to their families or their banks more than \$140,000 in postal money orders. Moreover, hardworking post office personnel see no let-up ahead—the sailors are socking it away at a steady clip.

Helena serves as flagship of Cruiser Division Three.



RADICAL hull, attached to the hull crown and wings of a World War II seaplane is now undergoing tests for possible future use with jet engines.

Marlin, ASW Seaplane, Carries Underwater Rudders

The first aircraft ever designed and built expressly for anti-submarine warfare, has been accepted by the Navy. It is the 36-ton P5M-1 *Marlin* seaplane that is expected to replace gradually the PBM *Mariners* now in action throughout the Fleet and in Korean waters.

A unique feature of the P5M-1 is the use of hydroflaps, a pair of underwater rudders installed in the hull near the tail. These hydroflaps

may be opened individually to steer the plane in confined areas or opened together to act as brakes. The hydroflaps were developed to overcome the seaplane's most troublesome features — slow maneuverability in the water and inability to make quick stops while taxiing. With its new flaps, the P5M-1 can turn in approximately one and a half times its span and come to a stop more quickly than before.

Gift to Chinese Middies

Five tons of books are a lot of books and half-way around the world is a long way for them to go — but when they get there they'll be mighty welcome.

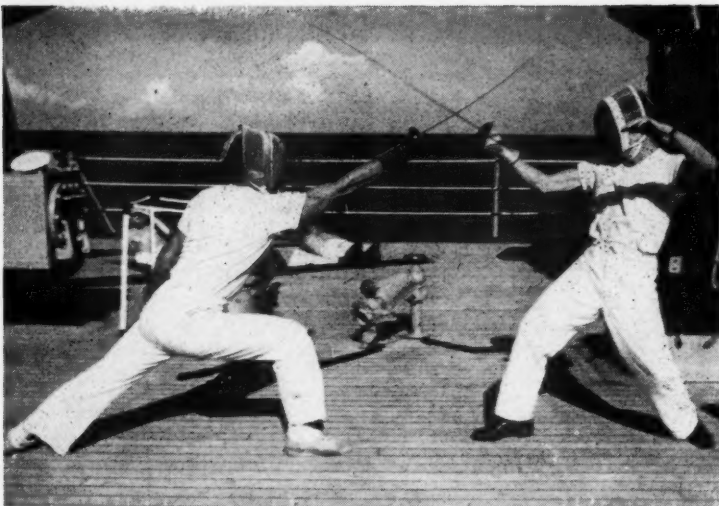
The books are text books used by U. S. Naval Academy midshipmen in their studies, and they are being sent to Chinese Nationalist midshipmen. Some 780 members of the 1952 Academy class, their formal studies completed, contributed their text books to the Chinese Nationalist Naval Academy in Formosa.

The fact that the books are in English will be no drawback to the 900 Chinese midshipmen who will use them. The Chinese are able to read and speak English and already have been receiving most of their professional instruction in that language from English texts.

Responsible for starting the ball rolling in this move is Captain H. T. Jarrell, USN (Ret.), naval attache at the American Embassy at Taipei, Formosa. In a letter to the U. S. Naval Academy, Captain Jarrell stated that the Chinese Naval Academy owned so few text books that those they have had to be kept in libraries and classrooms.

The books—for the most part standard textbooks on seamanship, ordnance and engineering—made quite a load. Altogether there were 21 crates and each crate weighed 450 pounds. The dog-eared classroom copies are going into retirement. The windfall of new textbooks will permit issuance of books to each Chinese midshipman.

In June, 1951, a similar supply of books was donated by the Academy to the struggling South Korean Naval Academy at Chinhae, South Korea.



STRAIGHT high lunge attack is 'parried in sixte' as two midshipmen duel in fencing bouts on board USS *Roanoke* (CL 145) during midshipman cruise.

Jax Air Wins Skeet Shoot

For the second consecutive year, shooters of NAS Jacksonville, have annexed the East Coast Skeet Championship. In the annual tourney, held this year at the NAS Norfolk ranges, the Jaxmen outfired shooters of 18 other teams representing Army, Navy, Marine, and Air Force units of the East Coast area. They compiled a kill of 486 birds out of a possible 500.

Second place honors in the overall East Coast competition were taken by Norfolk's Naval Air Station team which scored a 479. Norfolk shooters captured first place in the special Middle Atlantic Inter-Service Athletic Conference division of the championships.

Marines Win Fleet Mat Title

Camp Lejeune's Marines are the top wrestlers in Atlantic Fleet competition for 1952.

In the finals at Norfolk which brought together the best grapplers of CinCLant, CruLant, ServLant, AirLant, and Fleet Marine activities, the Leathernecks crowned champions in six events.

The lone Navy matman to carry away a winner's trophy was flyweight Gilbert A. Quick, SA, USN, of the USS *Leyte* (CV 32) team, this year's AirLant champ and sole representative of AirLant in the finals.

Four other *Leyte* wrestlers collected runners-up awards. They were George Hill, AN, USN, light-

heavyweight; R. E. Johnson, RD2, USN, middleweight, E. T. Propes, FA, USN, welterweight; and R. T. Volz, AN, USN, bantamweight.

SubLant Bowling Underway

The Atlantic Fleet Submarine Bowling Tournament, one of the most hotly contested alley competitions in the Navy, is rolling again at the Submarine Base, New London, Conn.

More than 70 teams, ashore and afloat, are entered in the 1952-1953 tourney, including the defending champion, SubLant.



MIDDLEWEIGHT Marlin 'Bud' Scheib, YNSN, USN, bounces a right hook off the face of John Murray, ME, USN, during bouts on board USS *Dixie* (AD 14).

Best in 4th ND Athletics

For the fourth consecutive season and the fifth time in six years, Naval Air Station, Lakehurst, N. J., has been awarded the Fourth Naval District Athletic General Excellence Trophy.

Since 1947, Lakehurst athletes have competed annually in district baseball, softball, basketball, boxing, wrestling, bowling, golf and tennis tournaments. Only once have they relinquished possession of the coveted award since first winning it in 1947.

In 1948, NAS Atlantic City won the trophy, but Lakehurst brought it back home the following year.

Body Builders Have Own Gym

An increasing interest in weight lifting and body building among personnel of Pacific Air Transport Squadron 21 has resulted in the installation of a special gymnasium for the bodybuilders.

A survey of the squadron had revealed that some 200 men were actively engaged in weight lifting and body building although facilities were inadequate. It is expected that several hundred more men will avail themselves of the opportunity offered by the new gymnasium.

Set up in a former barracks recreation room, the gym contains 1600 pounds of weight-lifting gear. Complete body-building courses are conducted daily by instructors of the station's special services division.

Field Honors Amphib Leader

Football is being played on a brand new gridiron at Coronado Naval Amphibious Base, San Diego.

Known as Turner Field, the recently dedicated sports arena pays tribute to Admiral Richard K. Turner, USN (Ret.), famous World War II commander of Pacific amphibious force operations.

Filling a long-felt need in the Coronado area, the field also contains three softball diamonds and holds the distinction of being the first permanent installation to be made in the conversion of the base from a temporary to a permanent naval facility.

Sangley Boxers Are Champs

The 1952 Philippines Command and 13th Air Force Boxing Tournament was won by the Air Units team from U. S. Naval Station, Sangley Point, Cavite, P. I.

Conducted at Clark Field Air Force Base, Pampanga, P. I., the annual tourney saw the Air Units boxers capture three weight divisions for a total of 35 points to edge the defending champion Sangley Base Units squad which took runners-up honors with a 26-point tally.

Clark Field's airmen placed third (18 points), U. S. Naval Station, Subic Bay, Zambales, P. I., was fourth (14 points), and Clark Field's 581st ARC finished fifth (5 points).

New Style Folding Bleachers

With basketball getting underway at Naval Training Station, Treasure Island, Calif., the problem of spectator seating has been neatly settled with the installation of a new type of folding bleacher.

Formerly, it took an eight-man crew almost an entire day to break out cumbersome portable bleachers for the basketball season. Further, once the old style stands were in place, space became cramped for other activities.

The new style bleachers, when not in use, can easily be folded up into plywood frames which protrude but two feet four inches from the bulkhead. When they are needed, they can be extended by one man in a matter of minutes.

An additional feature is that each frame section has its own rollers, thus providing for speedy rearrangement of the bleachers to accommodate various sports events.

Navy's Sea-going Clan of Bagpipers Has New Member

Bagpipes and kilts are not required in the regulation Navy sea-bag but they are items that no true



JORDON R. WRIGHT, USN, takes time out from his studies to pose in uniform of his Scottish ancestors.

son of Scotland would be without. Jordan R. Wright, AN, USN, stationed at NAS, Widbey Island,

Wash., is no exception to the rule — he has carried pipes with him since he was 15 years old!

A descendant of the MacFearson clan, Wright explains that there are three principal parts to the average set of bagpipes—the chanter, the bag and the drones.

The bag is made of cowhide and is held under the left arm by most pipers. It is filled with air by blowing into a mouthpiece. By squeezing the bag, air is forced out through the chanter and the drones.

The chanter is an ebony tube and has holes or stops which are covered with the fingers and are closed or opened to form the notes of the scale. The melody of the tune being played is supplied by the chanter.

The three drones, which are also tubes of ebony, are held over the left shoulder and a constant tone or chord is forced through them from the air in the bag.

Wright joins another sea-going "piper", W. R. Maroon, RDSN, who mans his bagpipes during special sea detail aboard USS *Albert T. Harris*, DE 447 — (See ALL HANDS, August 1952).

Clinics Aid Sports Program

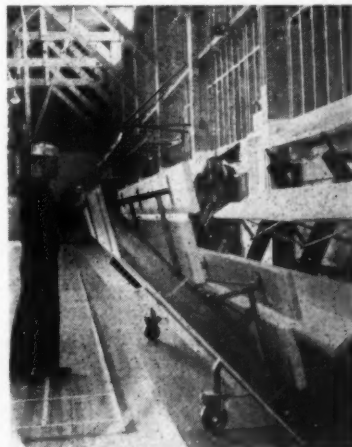
Sports clinics in coaching and officiating of basketball and boxing were conducted for Atlantic Fleet personnel in October at Naval Receiving Station, Norfolk. The program was sponsored jointly by Commander in Chief, Atlantic Fleet, and the Commandant, Fifth Naval District.

The clinics were organized this year as aids to COs whose commands will have basketball and boxing teams this winter. With top college and service coaches serving as instructors, the clinics afforded personnel assigned the responsibility of coaching these sports an opportunity to brush up on current coaching and officiating techniques.

Basketball personnel received instruction in types of offensive and defensive play, methods of selecting team personnel, organization of practices, training and conditioning procedures, technique of shooting, dribbling, passing, backboard play, interpretation of new rules, scouting procedures and the coaches' creed.

Subjects covered in boxing included conditioning of fighters,

"making a weight," offensive techniques, equipment and its care, preparing fighters for a tournament, techniques of handling fighters during a match, and general rules and regulations governing boxing matches.



FOLDING BLEACHERS solve seating problem at NTS Treasure Island, Calif. Here, sailor folds seats against wall.

SIDELINE STRATEGY

With the World Series once again tucked away in baseball history, Navy eyes for the past few weeks have been focused on the nation's pigskin parade.

Speaking of pigskin, we are reminded that the oblate spheeroid you see booted around by bluejacket gridsters is not made of pigskin at all. Nor does it contain any cow or bull hide. Only carefully selected steer hide seems able to stand the gaff. The use of "pigskin" in today's football lingo is thought to have originated with the common ancestor of the modern games of football, soccer and rugby. Back then, an inflated pig bladder served as a ball.

★ ★ ★

A Football Hall of Fame has been organized at Rutgers University in New Brunswick, N. J., site of the first intercollegiate football game (1869). Of the first 32 gridiron greats of all times selected for "fame" honors, one represents the Navy. He is Rear Admiral John H. Brown, Jr., USN, now commandant of the Fourth Naval District. He starred at Annapolis from 1910 through 1913. In 1913 he was chosen an All-American guard by Walter Camp. Older Navy sports fans perhaps can recall the 1912 Army-Navy meeting in which Midshipman "Babe" Brown kicked field goals of 23 and 36 yards for a Navy 6-0 victory.

Sailors in and around Philadelphia the latter part of this month will get a chance to see the annual Army-Navy football

spectacle. The game is to be played in the Quaker city's Municipal Stadium on Saturday the 29th.

A lot of water has gone under the keel since this colorful West Point-Annapolis series was launched in 1890. (The Naval Academy had christened its long gridiron history eight years earlier with an 8-0 score over a team called the Clifton Football Club.) In the Blue and Khaki curtain raiser of 1890, the Mid-dies emerged on the short end of an 11-0 tally. Since then, Navy has accumulated 21 wins against Army's 27. There have been four ties, Navy's biggest margin of victory over the soldiers was chalked up in last year's 42-7 triumph.

★ ★ ★

Dick G. Morgan, AA, USN, formerly of NAS Jacksonville, has a postage stamp collection worth around \$3,000. The hobby, started five years ago, recently declared its biggest dividend when Dick was sifting through a packaged assortment for which he had paid 25 cents. There among the miscellaneous offerings was an 1854 stamped envelope which he later found had a catalog value of \$300.

★ ★ ★

Something new has been added to the Navy sports scene. A Twelfth Naval District Judo Championship is attracting the attention of West Coast grapplers and spectators.—E. J. Jeffrey, JOC, USN.



Weightlifting Waves

"The Navy's only women's weightlifting team," is the boast of Naval Auxiliary Air Station, Kingsville, Texas. (At any rate, it's the first ever brought to the attention of ALL HANDS.)

This unique group of muscle-building aspirants, composed of a dozen station Waves and relatives of personnel on the base, is instructed and coached by Lowell Frick, YNT1, USNR. Any challengers?

Nation's AF Volleyball Champs

Volleyballers of Naval Air Station, Los Alamitos, Calif., have been acclaimed top armed forces team of the U. S. By capturing 10 games without a setback, they finished in first place in the military division of the National Volleyball Championships at Ohio State University in Columbus.

The Los Alamitos team went into the national tourney with a stout record under its belt. The squad held the San Diego Armed Forces YMCA title, the 11th Naval District trophy, the Armed Forces Far West Tournament championship, and was the winner of the California State AAU Open tourney.

In the final elimination games at Columbus, Los Alamitos knocked off Naval Training Center, Great Lakes, Ill.; George Air Base, Barstow, Calif.; Wright-Patterson Air Force Base, Dayton, Ohio; Naval Air Station, Columbus, Ohio; and, in the "big one," Naval Air Auxiliary Station, Whiting Field, Milton, Fla.

The Whiting Fielders had entered the national playoffs as strong favorites. They carried a long list of 1952 tourney championships which included the Florida State AAU, Southern AAU, Mid-South AAU, and National AAU titles. This array of trophies failed to dampen the Los Alamitos spark, however, as the volleyballers tallied consecutive wins of 15-8 and 15-10 over the Whiting aggregation which had to be content with the runner-up award.

Members of the Los Alamitos national championship team were G. O. Wing, HM1; P. J. McGrane, AD1; K. L. Newman, AD1; L. J. Meigel, AD1; J. Andriese, HM2; J. A. Warr, ATC; H. O. Collis, HM1; P. A. Sutherland, SA; G. Yardley, SR; S. Paulson, AD1; and B. Garnett, AD2, all Navy men.

THE BULLETIN BOARD

Korean G.I. Bill Aims to Aid Eligible Veterans to Buy Homes With Small Down Payments

Navymen who would like to build a home when they get out of the service may get a loan under the new Korean G.I. Bill of Rights to help them along.

To be eligible you need only to have been discharged under conditions other than dishonorable and to have served at least 90 days on active duty after 27 June 1950 (unless discharged sooner for a service-connected disability).

In order to get a loan, you must take certain steps after you have picked out the property or business that you want to buy.

- First, go to a bank or building and loan association and apply for the amount of money that you want to borrow.

- After this, present your plans to the local Veteran's Administration's regional office and apply for a "Certificate of Eligibility". You will need your original discharge or separation paper (DD 214) to apply for this certificate.

- The next step is made by the VA which will order appraisers to evaluate the property you wish to buy.

- If the appraisal meets the requirements of the VA, a certificate of reasonable value is sent to the bank where you requested the loan.

- After the bank receives this certificate and approves your loan you can get the money.

Veterans of World War II who went back into service since 27 June 1950 will have their unused loan entitlement under the World War II G. I. Bill cancelled when they are released from active duty and will receive new entitlement under the Korean G.I. Bill.

However, if a veteran obtained a loan under the World War II G.I. Bill and returned to active duty since 27 June 1950, he will not be eligible to get another loan under the Korean G.I. Bill unless the property he purchased under the World War II Bill is no longer in his possession.

Under the Korean G.I. Bill veterans will have 10 years from the date



Now aren't you glad I got you up for chow Joe? ... Joe! Joe! ... Joe!

of the end of the Korean emergency (a date to be set by Presidential proclamation or by concurrent resolution of Congress) to apply for a loan. Under the World War II G.I. Bill, the deadline is 25 July 1957.

The purpose of the G.I. loan program is to encourage lending institutions to make loans with small down payments and at a low interest rate because of the protection of the VA guaranty.

There are three types of loans permissible - to purchase, construct or improve a home; to buy a farm, farm-land, live-stock, farm machinery and other farm supplies and equipment; and to buy a business or otherwise enable a veteran to undertake or expand a legitimate business venture.

Unremarried widows of men who died in service or as a result of a service-connected disability after service since 27 June 1950 may also qualify for G.I. loans under the Korean G.I. Bill.

Navy veterans are advised by the VA not to sign any contracts or commitments to purchase property until they are assured that a particular lender will make the G.I. loan.

The VA guarantees or insures the lender against loss up to 60 percent of the loan, with a maximum of \$7,500, for home loans that have been approved. On other approved loans, the VA guarantees the lender against loss up to 50 percent of the loan with a maximum of \$4,000 on real estate.

BuPers Central Recreation Fund Provides Movies and Sports Facilities for Ships and Stations

In back of that new athletic field or Enlisted Men's Club at your shore station and the movies shown aboard ship is a little-known BuPers fund, the Central Recreation Fund.

This fund was established in 1946 as a means of equalizing and assisting field recreation programs and to furnish a central fund for financing Navy-wide recreation programs.

The new fund absorbed \$5,200,000 in cash from four separate World War II non-appropriated funds. In the six years since then, about \$9,000,000 more has been received into the fund from field activities. This money has come in part from assessments against Navy Exchange and Ship's Store profits, part from money left over when units had been deactivated, part from loan repayments and the rest from other sources.

A total of \$13,200,000 has been paid out over the same period. About \$7,200,000 has gone into projects such as construction of new ballfields, installation of athletic field lighting equipment, installation of bleachers, tennis courts, handball courts and bowling alleys and establishment of Enlisted Men's Clubs and Chief Petty Officers' Messes. Many of the facilities now in use in the field would not exist today if funds had not been available in the Central Recreation Fund. In addition to these projects, financial assistance has been rendered to small units.

The remaining \$6,000,000 has gone into financing the Fleet Motion Picture program. Only part of the funds for distributing films to the Fleet is covered by appropriated funds so the Recreation Fund is called upon to make up the difference. This it will do this year, for example, to the tune of \$2,500,000, an amount equal to the entire 1953 estimated receipts earmarked for BuPers Recreation Fund from the Exchanges and Ship's Stores.

Through the central fund, type commanders are also given grants of money to be used by them in assisting small craft and other units.

Roundup of Enlisted Correspondence Courses Now Available

Enlisted Correspondence Courses are big business in the Navy.

Today, more than 68,000 Navymen and Waves—both Regular Navy and Naval Reserve—are busy on them. What is more important: 80 per cent of those who enroll for a course, finish it.

By November of this year, 115,000 Enlisted Correspondence Courses had been enrolled in since the establishment of the program in 1950. New enrollees average about 3900 a week.

These correspondence courses are home-study or self-study courses designed to help enlisted men prepare for advancement in rating examinations. They do not replace shipboard training or the personal supervision and guidance provided by division officers and leading petty officers.

Here is a complete round-up of Enlisted Correspondence Courses now available. This list includes all Enlisted Correspondence Courses, both new ones and those previously listed in ALL HANDS. Additional correspondence courses are being prepared and will be announced as they become available.

Enlisted Correspondence Courses should not be confused with *Navy Training Courses*. A correspondence course is basically a set of self-study questions with multiple choice answers which helps you get the most out of your study of the *Navy Train-*

ing Course book for your rate. If, for example, you enroll for the correspondence course *Boatswain's Mate 3* (NavPers 91242), you will receive as your textbook the blue-covered *Navy Training Course* entitled *Boatswain's Mate 3 and 2* (NavPers 10121).

The assignment booklet for BM3 contains instructions and other information that will help you study the textbook chapters on which the questions for a given assignment are based. Four possible answers are given for each question. You record on your answer sheet the number of the correct choice.

There is a separate answer sheet for each study assignment. When you complete each assignment, you mail your marked answer sheet to the U.S. Naval Correspondence Course Center, using self-addressed envelopes furnished by you.

Correspondence courses are study aids—not tests. For that reason you may answer the questions with your textbook open. Your answer sheets are not scored by machine but individually graded by an examiner and returned to you with your grade. Any questions incorrectly answered are marked with the page of the textbook for restudy.

The minimum acceptable grade for a course is 3.2. If you make a lower grade on any assignment, that assign-

ment is returned to you so that you can work on it again.

When you successfully complete a course, you will receive a Certificate of Satisfactory Completion, and an appropriate entry will be made on page 4, "Navy Occupation and Training History" in your service record.

If you are a Reservist on inactive duty, retirement point credits will be granted on successful completion of a course. Retirement points are not given, however, for courses taken while on active duty, or for courses completed while on annual training duty or during drill periods.

If you want to take a course (and you are on active duty) see your division officer or your Education officer and ask for Form NavPers 977, "Application for Enlisted Correspondence Course."

If you are a Reservist on inactive duty, request Form NavPers 977 from your naval district commandant or naval reserve training center.

Each application must be endorsed by the appropriate officer who has charge of the applicant's service record, and forwarded to U.S. Naval Correspondence Center, Bldg. RF, U.S. Naval Base, Brooklyn 1, N.Y.

In addition to the following courses available to enlisted men, the *Uniform Code of Military Justice* (NavPers 10971), an officer correspondence course, is also available to enlisted personnel.

| Title of Course | NavPers No. | Applicable to Following Ratings in Particular |
|-------------------------------|-------------|---|
| General Courses | | |
| The Bluejackets' Manual | 91205 | All non-rated personnel |
| Your Navy | 91208 | All rates and ratings |
| Ship Activation Manual | 91215 | BT, EM, EN, FC, FN, FP, FT, GM, MM, TM, and strikers. |
| Basic Courses | | |
| Mathematics, Vol. 1 | 91219 | AD, AE, AF, AG, AK, AL, AM, AN, AO, CM, CN, CT, DM, DN, EM, ET, FC, FP, FT, HN, IC, ME, MM, MR, OM, PM, SN, SO, SV, TN, and strikers. |
| Mathematics, Vol. 2 | 91220 | AD, AE, AF, AG, AL, AK, AM, AN, AO, CM, CN, CT, DM, DN, EM, ET, FC, FP, FT, HN, IC, ME, MM, |

| Title of Course | NavPers No. | Applicable to Following Ratings in Particular |
|---|-------------|---|
| Advanced Mathematics, Vol. 1 | 91221 | MR, OM, PN, SN, SO, SV, TN, and strikers. |
| Blueprint Reading and Layout Work | 91223 | AT, DM, FT, and strikers. |
| Electricity | 91225 | AD, AE, AM, AO, BT, BU, CE, CM, CN, DC, DM, EM, EN, ET, FC, FP, FT, GM, IC, IM, ME, ML, MM, MN, MR, OM, PM, SV, SW, TD, TM, UT, and strikers. |
| Use of Tools | 91228 | AE, AL, AO, AT, CE, CM, CN, CT, EM, EN, ET, FC, FN, FT, GM, IC, MA, MM, MN, MR, RD, RM, SO, TD, TE, TM, and strikers. |
| | | AD, AM, AN, AO, BT, |

| Title of Course | NavPers No. | Applicable to Following Ratings in Particular |
|-----------------|-------------|---|
| | | BU, CD, CE, CM, CN, DC, DM, EM, EN, ET, FC, FN, FP, FT, GM, IC, IM, ME, ML, MM, MN, MR, OM, SV, SW, TD, TM, UT, and strikers. |
| Basic Machines | 91230 | CM, DM, FC, FT, GM, MN, MR, TD, TM, and strikers. |

Nonrated Courses

| | | |
|--------------------------|-------|-----------------|
| Seaman | 91240 | SN, SA, SR. |
| Fireman | 91500 | FN, FA, FR, SR. |
| Constructionman | 91562 | CN, CP, CR, SR. |
| Introduction to Aircraft | 91601 | AN, AA, AR, SR. |
| Stewardsman | 91691 | TN, TA, TR. |

Group I, Deck

| | | |
|--------------------------------|---------|--------------------------------|
| Boatswain's Mate 3 | 91242 | Strikers for BM3. |
| Boatswain's Mate 2 | 91243 | BM3. |
| *Boatswain's Mate 1 | 91244-1 | BM2. |
| *Chief Boatswain's Mate | 91245-1 | BM1. |
| Cargo Handling | 91247 | BM and strikers. |
| Quartermaster 1 | 91251 | QM2. |
| Chief Quartermaster | 91252 | QM1. |
| Introduction to Communications | 91254 | CT, QM, and strikers. |
| Visual Communication Topics | 91255 | AC, QM, and strikers. |
| Manual for Buglers | 91257 | QM and strikers. |
| Sonarman 3 | 91259 | Strikers for SO3. |
| Sonarman 2 | 91260 | SO3. |
| Sonarman 1, Vol. 2 | 91262 | SO2. |
| Chief Sonarman, Vol. 2 | 91264 | SO1. |
| Radarman 3 | 91266 | Strikers for RD3. Also AC, AL. |
| Radarman 2 | 91267 | RD3. Also AC, AL. |

*Enlisted personnel who have completed earlier editions should enroll for the new course.

Group II, Ordnance

| | | |
|--|-------|---------------------------|
| Torpedoman's Mate 3 | 91300 | Strikers for TM3. |
| Torpedoman's Mate (E) 3 | 91301 | Strikers for TM3. |
| Torpedoman's Mate 2 | 91302 | TM3. |
| Torpedoman's Mate (E) 2 | 91303 | TM3. |
| Torpedoman's Mate 1 | 91304 | TM2. Also GM, MN. |
| Chief Torpedoman's Mate | 91306 | TM1. |
| Gunner's Mate 3, Vol. 1 | 91309 | Strikers for GM3. |
| Gunner's Mate 2, Vol. 1 | 91311 | GM3. |
| Gunner's Mate 2, Vol. 2 | 91312 | GM3. |
| Gunner's Mate 1 | 91313 | GM2. |
| Chief Gunner's Mate | 91314 | GM1. |
| Fire Controlman 3, Vol. 1 | 91316 | Strikers for FT3. |
| Fire Controlman 3, Vol. 2 | 91317 | Strikers for FT3. |
| Fire Controlman 2, Vol. 1 | 91318 | FC3 and FT3. |
| Fire Controlman 2, Vol. 2 | 91319 | FC3 and FT3. |
| Fire Controlman 2, Vol. 3 | 91320 | FC3 and FT3. |
| Fire Controlman 1, Vol. 1 | 91321 | FC2 and FT2. |
| Chief Fire Controlman, Vol. 1 | 91323 | FC1 and FT1. |
| Electricity for Fire Controlmen and Fire Control Technicians, Vol. 1 | 91326 | FC, FT, IC, and strikers. |
| Electricity for Fire Controlmen and Fire Control Technicians, Vol. 2 | 91327 | FC, FT, and strikers. |
| Mineman 3 | 91334 | Strikers for MN3. |
| Mineman 2 | 91335 | MN3. |

Group III, Electronics

| | | |
|--------------------------|-------|------------------------|
| Electronics Technician 3 | 91373 | Strikers for ET3. Also |
|--------------------------|-------|------------------------|

| Title of Course | NavPers No. | Applicable to Following Ratings in Particular |
|-----------------|-------------|---|
| | | RM, CT, AL, TD, and strikers. |

Group IV, Precision Equipment

| | | |
|----------------------|-------|----------------------------|
| Instrumentman 3 | 91382 | Strikers for IM3. |
| Instrumentman 2 | 91383 | IM3. |
| Instrumentman 1 | 91384 | IM2. |
| Opticalman 3, Vol. 1 | 91387 | Strikers for OM3. Also IM. |

| | | |
|----------------------|-------|-------------------|
| Opticalman 3, Vol. 2 | 91388 | Strikers for OM3. |
|----------------------|-------|-------------------|

Group V, Administrative and Clerical

| | | |
|----------------|-------|----------------------------|
| Teleman | 91400 | TE and strikers. |
| Navy Mail | 91401 | TE and strikers. |
| Radioman 3 | 91402 | Strikers for RM3. Also CT. |
| Radioman 2 | 91403 | RM3. Also CT. |
| Radioman 1 | 91404 | RM2. |
| Chief Radioman | 91405 | RM1. |

| | | |
|-------------------------|-------|-----------------------|
| Introduction to Radio | | |
| Equipment | 91406 | RM, TE, and strikers. |
| Storekeeper 3 | 91430 | Strikers for SK3. |
| Storekeeper 2 | 91431 | SK3. |
| Storekeeper 1 | 91432 | SK2. |
| Chief Storekeeper | 91433 | SK1. |
| Commissaryman 3 | 91440 | Strikers for CS3. |
| Commissaryman 2 | 91441 | CS3. |
| Commissaryman 1 | 91442 | CS2. |
| Chief Commissaryman | 91443 | CS1. |
| Bakers' Handbook | 91444 | CS, SD, and strikers. |
| Ship's Serviceman 3 | 91446 | Strikers for SH3. |
| Ship's Serviceman 2 | 91447 | SH3. |
| Ship's Serviceman 1 | 91448 | SH2. |
| Chief Ship's Serviceman | 91449 | SH1. |
| Navy Editor's Manual | 91456 | JO and strikers. |

Group VI, Miscellaneous

| | | |
|----------------|-------|-------------------|
| Lithographer 3 | 91472 | Strikers for LI3. |
| Lithographer 2 | 91473 | LI3. |
| Printer 3 | 91477 | Strikers for PI3. |
| Printer 2 | 91478 | PI3. |

Group VII, Engineering and Hull

| | | |
|----------------------|-------|--|
| Boilerman 3 | 91511 | Strikers for BT3. Also MR. |
| Boilerman 2 | 91512 | BT3. |
| Engineman 3, Vol. 1 | 91516 | Strikers for EN3. |
| Engineman 3, Vol. 2 | 91517 | Strikers for EN3. |
| Engineman 2, Vol. 1 | 91518 | EN3. |
| Engineman 2, Vol. 2 | 91519 | EN3. |
| Electrician's Mate 3 | 91523 | Strikers for EM3. Also IC and strikers. |
| Electrician's Mate 2 | 91524 | EM3. Also ET, MR, and strikers. |
| Metalsmith 3 | 91533 | Strikers for ME3. Also BT, IC, MI, MR, PM, and strikers. |
| Metalsmith 2 | 91534 | ME3. Also BT, IC, ML, MR, PM, and strikers. |
| Metalsmith 1 | 91535 | ME2. Also BT, MR, and strikers. |
| Chief Metalsmith | 91536 | ME1. Also BT, MR, and strikers. |
| Pipe Fitter 3 | 91538 | Strikers for FP3. |
| Pipe Fitter 2 | 91539 | FP3. |
| Damage Controlman 3 | 91543 | Strikers for DC3. Also PM and strikers. |
| Damage Controlman 2 | 91544 | DC3. Also PM and strikers. |

THE BULLETIN BOARD

| Title of Course | NavPers No. | Applicable to Following Ratings in Particular |
|---------------------------------------|-------------|---|
| Damage Controlman 1 | 91545 | DC2. Also PM. |
| Chief Damage Controlman | 91546 | DC1. |
| Group VIII, Construction | | |
| Surveyor 3 | 91563 | Strikers for SV3. |
| Construction Electrician's Mate 3 | 91568 | Strikers for CE3. |
| Construction Electrician's Mate 2 | 91569 | CE3. |
| Driver 3 | 91573 | Strikers for CD3. |
| Driver 2 | 91574 | CD3. |
| Chief Driver | 91576 | CD1. |
| Mechanic 3 | 91578 | Strikers for CM3. |
| Mechanic 2 | 91579 | CM3. |
| Builder 3 | 91583 | Strikers for BU3. |
| Builder 2 | 91584 | BU3. |
| Steelworker 3 | 91588 | Strikers for SW3. Also BU. |
| Steelworker 2 | 91589 | SW3. Also BU. |
| Steelworker 1 | 91590 | SW2. |
| Chief Steelworker | 91591 | SW1. |
| Utilities Man 3 | 91593 | Strikers for UT3. |
| Utilities Man 2 | 91594 | UT3. |
| Group IX, Aviation | | |
| Aircraft Electrical Systems | 91607 | AT, AE, and strikers. |
| Advanced Work in Aircraft Electricity | 91608 | AO, AE, and strikers. |
| Aviation Electrician's Mate, Vol. 1 | 91610 | AE, AM, and strikers. |
| Aviation Electrician's Mate, Vol. 2 | 91611 | AE and strikers. |
| Aircraft Materials | 91616 | AM and strikers. |
| Aircraft Welding | 91617 | AM and strikers. |
| Aircraft Metal Work | 91618 | AM and strikers. |
| Aircraft Structures | 91620 | AD, AM, and strikers. |
| Aircraft Hydraulics | 91624 | AM and strikers. |
| Aircraft Instruments | 91627 | AD, AE, and strikers. |
| Aircraft Engines | 91628 | AD and strikers. |

| Title of Course | NavPers No. | Applicable to Following Ratings in Particular |
|-----------------------------------|-------------|---|
| Aircraft Fuel Systems | 91630 | AD and strikers. |
| Aircraft Propellers | 91631 | AD and strikers. |
| Flight Engineering | 91632 | AD and strikers. |
| Aircraft Armament | 91634 | AO and strikers. |
| Aircraft Fire Control | 91635 | AO and strikers. |
| Aircraft Munitions | 91637 | AO and strikers. |
| Aircraft Turrets | 91638 | AT, AO, AE, and strikers. |
| Parachute Rigger, Vol. 1 | 91640 | PR and strikers. |
| Parachute Rigger, Vol. 2 | 91641 | PR and strikers. |
| Aircraft Survival Equipment | 91642 | PR and strikers. |
| Aerology, Vol. 1 | 91644 | AC, AG, QM, and strikers. |
| Aerology, Vol. 2 | 91645 | AC, AG, QM, and strikers. |
| Photography, Vol. 1 | 91647 | JO, LI, PH, and strikers. |
| Photography, Vol. 2 | 91648 | JO, LI, PH, and strikers. |
| Aviation Supply | 91653 | AB, AD, AE, AK, AL, AM, AO, AT, PR, TD, and strikers. |
| Aviation Boatswain's Mate, Vol. 1 | 91654 | AB and strikers. |
| Aviation Boatswain's Mate, Vol. 2 | 91655 | AB and strikers. |
| Group X, Medical | | |
| Handbook of the Hospital Corps | 91666 | HM and HN. Also DN and DT. |
| Group XI, Dental | | |
| None | | |
| Group XII, Steward | | |
| Steward 3 | 91692 | Strikers for SD3. |
| Steward 2 | 91693 | SD3. |
| Steward 1 | 91694 | SD2. |
| Chief Steward | 91695 | SD1. |

Navy Mutual Aid Association Reopens Officer Membership

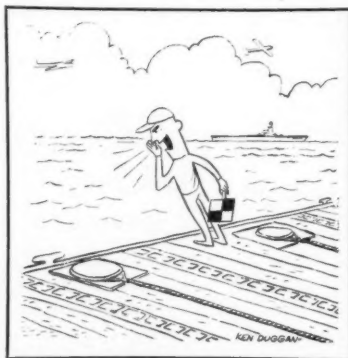
The Navy Mutual Aid Association has reopened membership for permanently commissioned officers and warrant officers who are not over 45½ years of age and have completed seven years active duty in commissioned or warrant rank with the Regular Navy, Marine Corps and Coast Guard.

The association is a mutual benefit association controlled entirely by Navy, Marine Corps and Coast Guard officers. It has served officers and their dependents for three-quarters of a century.

It now has a membership of more than 10,000 and assets of approximately \$24,000,000. A \$7,500 benefit is offered at an exceptionally reasonable rate. The Association provides service to beneficiaries of deceased members in prompt submis-

sion of various claims for Government pensions, compensation, insurance, social security and burial benefits.

Interested officers may address inquiries to the Navy Mutual Aid Association, Navy Department, Washington 25, D. C.



"You're coming in too low."

Hot Weather Problems Discussed in New Course

A new officer's correspondence course, *Hot Weather Engineering*, is now being offered by the U. S. Naval Correspondence Course Center.

The new course is specifically designed to familiarize Civil Engineer Corps officers with engineering practices in desert and jungle environments. Survival under adverse weather conditions is discussed and construction problems peculiar to the tropics are outlined.

Regular and Reserve officers, chief petty officers and qualified enlisted men are eligible to take the course.

Enlisted men other than chief petty officers must have an endorsement on their application from their CO stated whether or not that they are considered potential officer material.

Conversion Training Program Aids Fire Controlmen To Qualify for Change to FT

Fire controlmen (FC) — whose rating is presently being absorbed by the fire control technician rating (FT) — can get help in qualifying for the FT rating through a "conversion training program." This is a 28-week course designed to teach the fire controlman (FC) the things he needs to know to become a full-fledged FT.

Established at the Electronics School at Treasure Island, Calif., this program provides training in electronic and radar fundamentals and in maintenance of fire control radar. Those who successfully complete the training have their rating changed from FC to FT, retaining the same pay grade.

Eligible for assignment are FC2s, FC3s and, in certain cases, FC1s. When FC2's and FC3's are not available to fill quotes, FC1's may be substituted. It is preferable, however, that FC1s complete the 44 week FT (B) School at the Washington, D. C. Naval Receiving Station.

Classes convene every two weeks. Requests for assignment by men on sea duty should be submitted via the chain of command to the appropriate service force commander (Atlantic or Pacific). Men on shore duty within the continental naval districts should submit requests to the Chief of Naval Personnel (Attn: Pers B212).

Previously established methods by which FCs may change rating to FT are by:

- Request plus a recommendation by their commanding officer and successful passing of the service-wide competitive examination for FTs.
- Advancement from FC in one pay grade to FT in next higher pay grade — based upon passing the service-wide competitive examination for FTs.
- Successful completion of the course of instruction in either of the Fire Control Technician's Schools.

The FC rating will be disestablished on 1 July 1955. By that date all FCs will have been required to change their rating. It is to the advantage of all FCs to change their rating as quickly as possible. Why? First, the amount of additional preparation for advancement increases

WAY BACK WHEN

Fueling at Sea

Fueling at sea, one of the Navy's most common "tween ships operations, is a fairly recent development. Using this method, a fleet — through its fleet oilers — is able to operate for extended periods thousands of miles from its base.

Before fuel oil was first passed at sea, however, USN ships were passing coal from ship to ship while underway. The first instance of ships passing coal while underway is provided by USS *Marcellus*, a collier, and USS *Massachusetts* (BB 2). In this operation, which took place in the fall of 1899, the battleship took the collier in tow and crewmen rigged stout trolley lines (a cableway) across the 400-foot gap between the battleship's stern and the collier's bow. Canvas coal bags were then attached to trolley blocks to ride the cableway. In an evolution resembling a breeches buoy rescue today, the coal was trundled from the collier to the battleship. Twenty two tons of coal were passed in an hour.

By 1913, coal-passing at sea had been speeded up nearly fourfold. In an about face from the earlier method, the collier, this time USS *Cyclops*, took the battleship, USS *South Carolina* (BB 26), in tow. As the ships steamed into the seas at from seven to eight knots, the hard-working sailors handled up to 83 tons of coal hourly.

But about this time the increased use of oil — at the expense of coal — showed a need for transferring fuel oil at sea. In 1913 — as a result of recommendations by the Atlantic Torpedo Fleet commander, a test was conducted by USS *Arethusa*, an early oiler, and USS *Warrington* (DD 30). During this test, first in which fuel oil was transferred to an "oil burner," the ships steamed at 8.5 knots and, using the astern method, handled up to 3000 gallons an hour.

It wasn't long before the bigger ships began to get in on the act. A test held in 1915 saw *Cyclops* taking USS *Wyoming* (BB 32) in tow. A one-inch steel cable spanned the 400-foot gap between the two ships and to this was attached a five-inch hose. Within eight minutes the end of the hose was passed from the collier, along the supporting cable and to the battleship's bow where it was coupled up and oil began to flow. Little oil was passed because this was only a test and *Wyoming* was still a coal burner. The timeliness of this test is pointed out by the fact that the following year the Navy's first "all-oil-fuel" capital ships — USS *Nevada*



(BB 36) and USS *Oklahoma* (BB 37) were commissioned.

The following year, 1916, saw fueling at sea accomplished by the broadside method for the first time. Destroyers *O'Brien* (DD 51) and *Fanning* (DD 37) were the fuel-receiving ships. USS *Jason*, the fueler, towed the two DDs abreast, one on each side. Average delivery rate to each DD was 14,150 gallons an hour.

In May 1917, USS *Maumee* (AO2), fueled a division of destroyers in mid-Atlantic. Instead of being re-fueled in an "astern" method, the destroyers were fueled in an "alongside" operation — one of the first. The ship being fueled rode to a 10-inch manila line running from its own bow to the oiler's bow. Also helping to keep the destroyer in position were breast lines rigged fore and aft from the destroyer. By today's standards the ships were practically lashed together. (Bow and breast lines are no longer used; it is up to the ship being fueled to keep itself in position by use of its engine and rudder.)

In the *Maumee* operation of 35 years ago, the ships steamed at four knots (to maintain steerageway) and the seas were taken beam-on with the smaller destroyers in the lee. Each of the destroyers was fueled in about two hours and was able to connect up within 15 minutes from the time she moved into position — excellent time under the then-existing conditions. Using two three-inch hoses they took fuel oil aboard at the rate of from 30,000 to 40,000 gallons an hour. Destroyers today receive fuel oil aboard at a rate three or four times as fast. And most ships can connect up its hose less than five minutes after moving into position on the fleet oiler.

for the higher FT pay grades. Second, if the change in rate is not completed within the allowed time (indicated by a table in Circ. Ltr. 98-50 (NDB,

January - June 1950)), reenlistment in the FC rating will not be permitted and a man's service career will be jeopardized.

Navymen Earn Social Security Benefits While in Service

Did you know that as a Navyman you get Social Security credits just as if you were working in a civilian job which paid you \$160 a month? A new law recently passed by Congress gives Social Security credits to every man who served at least 90 days on active duty after 25 July 1947 and prior to 1 January 1954 and is not dishonorably discharged.

What is Social Security anyway? In a nutshell, Social Security is a plan whereby a small amount of a working man's monthly wage is de-

ducted and set aside for him by the government. Unlike most money, which is quickly spent and forgotten, this money comes back to him in the form of *old-age benefits* when he reaches the age of 65. If he should die, the benefits are paid to his survivors as *survivors benefits*.

That's how Social Security works for the average working civilian. For you, the Navyman, the government has made certain other provisions. Basically, the government guarantees you continued Social Security

"coverage" while you're in the service.

It also guarantees that should you die while in service, your widow or other dependent will get certain Social Security survivor's benefits.

Why is the government doing this?

Primarily, it is doing it because the new law is intended to prevent military service from depriving those persons who generally work in jobs where money is taken out of their pay for Social Security of the credits to which they normally would have been entitled had they not left their civilian jobs. Of course, if the job you held in civilian life paid more than \$160 a month (the figure on which a Navyman's benefits are based), your monthly military service Social Security credits will be somewhat smaller than your civilian-job credits.

In addition to providing for this coverage in your behalf while you are on active duty, the law gives temporary protection to Navyman who never worked in a Social Security-covered job before coming into the service. The length of time this protection remains in force depends on the length of your active military service. It is expected that by the time this temporary protection runs out, a Navyman who leaves the service will have re-established his eligibility by going to work in a job covered by Social Security.

Since the new law is actually an extension of a former law which provided Social Security benefits for World War II veterans, the coverage includes all persons who have served on active duty in the armed forces for at least 90 days anytime from 16 Sept 1940 thru 31 Dec 1953, and who were not dishonorably discharged. Any Navyman who has not served his 90 days but who is discharged earlier for disability or injury incurred or aggravated while in service, qualifies too.

It applies whether the veteran is now alive or dead, whether he died in the service or out, or whether death occurred during World War II or since.

Eligibility for benefits is not affected either by any pension or by compensation paid to the veteran or

WHAT'S IN A NAME

Mystery of the Third Wasp

uss *Wasp* (CV 18), which figured in the news last April when she was in a mid-Atlantic collision that resulted in the sinking of *uss Hobson* (DMS 26), is the second aircraft carrier and the seventh vessel to bear the name *Wasp*.

The first *Wasp*, a Revolutionary War eight-gun schooner of the Continental Navy, was blown up by Americans in November 1777 to keep her from falling into enemy hands.

The second vessel with this name, an 18-gun ship, was captured by the British during the War of 1812.

The third—but we'll come to her later.

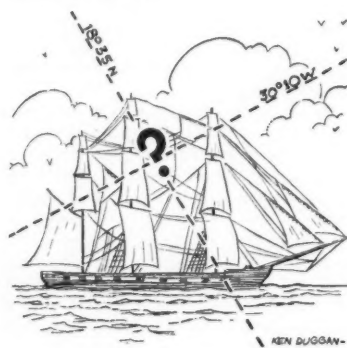
The fourth, formerly the iron sidewheel steamer *Emma Henry*, was attached to the South Atlantic Squadron (1865-1876) and cruised the coasts of Uruguay, Paraguay and Argentine Republic, protecting American interests. She was condemned and sold in 1876 to a civilian purchaser.

The fifth, formerly the yacht *Columbia*, served as a blockader of Spanish ports in the West Indies during the Spanish-American War (1898). She was decommissioned in December 1919 and sold in November 1921.

The sixth *Wasp*, the first aircraft carrier to bear the name, was the CV-7 built in 1940. She was sunk by a U. S. destroyer after being severely damaged by enemy torpedoes off the Solomons on 15 Sept 1942.

The seventh *Wasp*, and present CV-18, was completed late in 1943. The ship originally was being built as *uss Oriskany*, but following the loss of CV-7 the new vessel was redesignated *Wasp*. The name *Oriskany* was given to another carrier, CV-34, which was commissioned in 1950.

(Ed. note: Until recently, historical records of ships bearing the name *Wasp* had included a private yacht taken over by the Navy on 3 Nov 1818. Since this craft was merely on loan to the Navy and never actually com-



missioned as a naval vessel, the Navy's Ships' History Branch has revised records accordingly to delete this vessel from the *Wasp* history. Originally, this craft had been considered as the sixth vessel to perpetuate the name.)

But to return to *Wasp* No. 3. She was an 18-gun ship built in 1813 at Newburyport, Mass. On 28 June 1814, under command of Master Commandant Johnston Blakely, she captured HMS *Reindeer* (18 guns) after a brief but severe fight which brought the commanding officer the thanks of Congress and a gold medal.

This same *Wasp* on 21 Sept 1814 took as a prize the British dispatch brig *Atalanta* (eight guns) and sent her with a prize crew on board to a U. S. port. The *Atalanta* reached Savannah on 4 Nov 1814, bringing the last direct word from the *Wasp*. A subsequent report from the Swedish brig *Adonis* revealed that the *Wasp* had boarded her on 9 Oct 1814, in latitude 18° 35' N, longitude 30° 10' W, and that the *Wasp* was standing for the Spanish Main. But no further word was ever received of the ship.

his survivors by the Veterans Administration.

However, Social Security benefits will *not* be payable if there are any other Federal benefits payable to the veteran or his survivors which are based on the same period of military service. This includes such Federal retirement benefits as Civil Service, Navy retirement benefits and those paid by the Railroad Retirement Board. It also applies to disability as well as non-disability retirements and also to cases in which retired pay is waived by the individual concerned. Retired personnel may, of course, gain eligibility for Social Security benefits through civilian employment engaged in before or after the period of service on which the retired pay is based.

Social Security benefits are based upon a system of "wage credits". For each calendar month or part of a month that the veteran served on active military duty between 16 September 1940 and before 1 January 1954 he is given a wage credit of \$160, just as if he had been working in a job covered by the Social Secu-

rity law at that wage rate. The same credit is given regardless of the rank of the veteran. These credits are essential in determining whether the serviceman and his family are eligible for benefits and if so, the amount of benefits they will receive.

The wage credits are dealt with in units called "quarters of coverage". A quarter of coverage is a three-month period beginning January 1, April 1, July 1 and October 1 of each year. To obtain wage credits the person covered must earn at least \$50 a quarter, either from working in a job covered by the law or allowed as a result of active military service.

Since an eligible veteran is credited with \$160 for any full or partial month of active service (or \$480 a quarter) any service in a part of a quarter will result in a full quarter of coverage.

The amount of your old-age benefit or survivor's benefit depends on your over-all average monthly wage credit under the Social Security Act, or \$160 a month for your time in service.

The new law has now made it possible for many persons to receive Social Security benefits based on naval service alone. This has resulted from the extension of the time period in which wage credits for active duty may be earned.

Since 40 quarters (10 years) of coverage are required to make the recipient "fully insured" for life, many Navy men who have continued on active duty since September 1940 are already fully insured." On this basis, benefits may be payable to you or your survivors either at the time you reach the age of 65 or at the time of your death in the case of your survivors—provided this service time is not used for Navy retirement.

Your Social Security credits will continue if you enter employment under the Social Security law soon after you are discharged from service but will then be based on the amount of wages you earn as a civilian.

The following explanation of Social Security benefits is meant for those Regular Navy men and Naval Reservists who do not intend to take advantage of the Navy retirement system but leave the service to go into civilian employment.

Old-Age Benefits

If you are insured under Social



"O.K., break it up! Haven't you ever seen a girl before?"

Security at the age of 65 you will be eligible for monthly retirement benefits. After you start drawing these retirement payments, your wife too can get a monthly old-age benefit when she in turn reaches 65. Her payment is one-half the amount of your old-age benefit.

Your unmarried children under the age of 18 will receive payments equal to one-half the amount you are drawing at the age of 65.

Survivor's Insurance

Payment of insurance to your eligible survivors is determined by the amount of your old-age benefit. However, the total monthly payments to your family cannot be more than 80 per cent of your average monthly wage credits.

If you die while fully insured under Social Security, a lump sum death payment may be made to your widow, or to the person who paid your burial expenses. The lump sum payment is three times what your monthly benefit would have been for old-age retirement.

Your widow can be paid monthly benefits regardless of her age if she has in her care a child of yours under the age of 18. These mother's benefits are three-fourths of the amount your old-age benefit would have been.

Also, your surviving children under 18 years old are eligible for monthly payments if you were fully insured under Social Security. Each child receives one-half of your old-age benefit rate and an extra one-fourth is divided equally among all the children. In the event you leave but one surviving child, he or she

Red Jet Fighter Shot Down By Propeller Driven Plane

The first enemy jet to be shot down by a U. S. propeller driven aircraft is credited to two Marine pilots from the aircraft carrier *USS Sicily* (CVE 118).

Marine pilots Captain J. G. Folmer, USMC, and L. Daniels, USMC, were flying *F4U Corsair* fighters of the Checkerboard Squadron from *Sicily*, on a bombing mission over North Korea when four jet fighters suddenly jumped them.

Describing the encounter, Lieutenant Daniels said, "The jets were on us before we had a chance to dump our 500 pound bombs, but Folmer and I managed to turn and get a good burst of machine-gun fire into them as they attacked us from above and behind. I turned to see if they were still on my tail and saw one jet burst into flames and crash."

There is evidence that a British pilot, flying a propeller-driven *Seafury*, previously destroyed an enemy jet plane in Korea.

HOW DID IT START

Naval Station

Frequently the question arises as to whether a particular shore activity of the Navy is a "naval station." As in the case of many Army installations that are neither "forts" nor "arsenals," so there are many naval shore activities that are not "naval stations."

The Rules, Regulations and Instructions for the Naval Service of 1818 did not mention "naval stations" but it did give in detail the duties of a "Commandant of a Navy yard." In Navy Regulations (1841), however, an entire chapter was added on the subject of "The Commander of a Port or Coast Station." These "ports" or "coast stations" later became "naval stations" (commands of such importance that they rated a "commanding officer").

The 1865 edition of Navy Regulations indicates that a "naval station" was a command of great importance that sometimes included several activities. These regulations authorized an officer to command both a naval station and a navy yard.

Navy Regulations (1870) shows a change in the organization of "naval stations" providing for "Port Admirals." "Port Admirals" in general were assigned duties previously assigned to "commanding officers" of naval stations. The office of "Port Admiral" disappeared in Navy Regulations (1893).

All of the above regulations indicate that naval line officers of high rank would normally be expected to command a naval station and that such stations were considered to be complete activities (with medical officers, supply officers, and so on) requiring the exercise of command to run them.

The first official definition of a "naval station" appeared in General Order No. 135, 6 Dec 1911, which states: "A naval station is any establishment for building, manufacturing, docking, repair, supply or training under the control of the Navy. It may include several such establishments."

Navy Regulations (1920) defined a "naval



station" as follows: "A naval station is the location of a particular form of naval activity, and may or may not form part of a naval base." This article was removed from Navy Regulations (1920) by Change No. 20.

Present regulations on the subject, Article 0782(2) of U.S. Navy Regulations, 1948, defines "naval station" as "a naval activity on shore, having a commanding officer, and located in an area having fixed boundaries, within which all persons are subject to naval jurisdiction and to the authority of a commanding officer."

To qualify as a "naval station" as defined by this article, a naval activity on shore, among other things must: (1) have a "commanding officer" (as distinguished from an "officer in charge," which generally means an officer assigned the responsibility of directing special units under the direction of a "commanding officer"); (2) be located in an area having fixed boundaries (this excludes officers in command of an activity such as the "Superintendent of the Naval Radio Service"); and (3) all persons in the area must be subject to naval jurisdiction (not necessarily naval "court-martial" jurisdiction) and to the immediate authority of the commanding officer.

gets three-fourths of your old-age benefit rate.

If you are fully insured under Social Security at the time of your death, your widow will also receive a monthly survivor's benefit when she reaches the age of 65. This benefit amounts to three-fourths of what your old-age benefit rate would have been had you lived to collect it.

Dependent parents of those who leave no widow, widower or child who can become eligible for monthly benefits, may also receive monthly payments when they reach the age

of 65. These payments are also equal to three-fourths of your old-age benefit rate.

Old-Age or Survivor's Insurance benefits are not automatic. You or your survivors must file an application for them. Application for old-age benefits may be made any time after you are 65 although payments are retroactive for six months only. Application for lump sum death benefits must be made by your survivors within two years from the date of your death.

Although military service credits

are used and counted the same as wages in civilian employment, they will not be credited until you apply for retirement benefits or when an application is filed by your survivors after your death. It is not necessary for you to apply for a Social Security account number merely for this purpose until a claim is actually filed.

However, it would be an excellent idea for you to let the members of your family read this and to point out to them the importance of contacting the nearest field office of the Social Security Administration if anything should happen to you. It would also be smart for you to put a reminder of this with your insurance policies for safe-keeping.

The Social Security Administration has field offices located conveniently throughout the country. If there's no field office in your town, your postmaster can give you the address of the nearest one. These offices furnish free necessary assistance in filing claims for retirement or survivor's benefits. The field office will be glad to answer your questions or to explain your rights. Take advantage of the service it offers.

Enlisted Men Selected For Warrant Officers Appointments

The appointment of 138 enlisted men to temporary warrant officer grade (W-1) to rank from 1 Sep 1952 has been announced by the Navy.

The group chosen was the first in the fiscal 1953 warrant officer appointment program (beginning 1 July 1952) and brings to about 2300 the number of temporary appointments made since October 1950.

Selections were made from a warrant officer selection board study of approximately 6000 service records and PO1 and CPO evaluation reports of Regular Navy and Naval Reserve personnel on active duty with six years' service, and under 35 years of age on 1 Jan 1952.

Most of the 138 WO selections were made in the following classifications: 20 gunners in codes 721 and 723 and 25 acting pay clerks, code 798.

When vacancies occur in the various W-1 classifications during the fiscal year, additional appointments will be made from a list of approximately 850 more eligible enlisted men.

New Chart Shows How You Stand on Shore Duty Eligibility List

BuPers receives numerous queries about individual standing on the SDEL and the date orders to shore duty can be expected. Since it is impracticable to ascertain the date any one man can expect orders to shore duty, ALL HANDS publishes semi-annually a tabulation of the Bureau's Shore Duty Eligibility List. This is done to give each man on the list an idea of his relative standing.

At the present time, about 2000 men monthly are ordered to a normal tour of Bureau-controlled shore duty.

Though the following tabulation (seventh to appear in ALL HANDS) gives you an idea of your standing, you can't nail the time of your being ordered ashore right down to the week or month. There are too many variables such as need for men of your rate and your choice of locations. The accompanying table was tabulated as of 1 Sept. 1952.

New requests for placement on the SDEL and the assignment of men from the list to shore duty mean a constant change in the over-all shore duty picture. Consequently, the following information should be considered only as a general guide. Correspondence to the Bureau regarding this tabulation is *not* desired.

Even though their names may be on the list, men in the following categories are not included in the figures on the tabulation.

- Those presently ashore for duty

of less than one year's duration.

- Those serving ashore outside the continental U. S. with dependents on station who have not completed a normal tour for the area as prescribed by BuPers Circ. Ltr. 74-50 (NDB, January-June 1950).

- Those with less than six months on board since return from a naval school.

- Those undergoing instruction at a naval school on a returnable or non-returnable quota.

- Those with less than six months on board a newly constructed or re-activated vessel.

- Those being held by BuPers for screening of jackets pending assignment or processing.

Not included in the tabulation are more than 700 men whose names are on the SDEL, but whose enlistments *as indicated on their shore duty request cards* have expired. As a matter of information, men on the SDEL who have not been ordered to a normal tour of shore duty prior to the expiration of enlistment will remain on the SDEL. (Because of the present involuntary extensions of enlistments and the many career men on the list). However, *these names will not be considered further until those concerned advise BuPers of their present permanent duty station, rate, new expiration of enlistment date, NJC, and marital status.*

In screening service jackets of men

on the SDEL for transfer to shore duty, it is noted that there are many men who have not kept the Bureau informed of their current status. This is required by para 4. d., Part 1, BuPers Circ. Ltr. 36-50. Failure to keep BuPers informed brings about an unnecessary delay in sending out your orders.

Here are three good points to remember in connection with the Bureau's SDEL.

- Qualified men may be on both the SDEL and the Bureau's Instructor List at the same time.

- You can officially request to have your name removed from the SDEL at any time without penalty. Say, for example, that you are at an overseas base, have requested an extension of your overseas tour and have requested the Bureau to take your name off the SDEL. A few months before the end of your extended tour you resubmit an SDEL application. Your name will go right back in the same relative place on the list. Reason: the date your sea duty began hasn't changed.

- Indicate on your card any special qualifications you may have, such as shown by the Diver or Special Program (9900 series) job codes.

The official round-up on the Bureau's sea shore rotation policies is contained in BuPers Circ. Ltr. 36-50 (corrected) (NDB, January-June 1950).

STATUS OF SHORE DUTY ELIGIBILITY LIST AS OF 1 SEPTEMBER 1952

| | NUMBER OF YEARS CONTINUOUS SEA DUTY SINCE LAST TOUR ASHORE | | | | | | | | | | | | | |
|--------|--|-----------|----------|-----------|----------|-----------|---------|-----------|--------|-----------|-------------|-----------|--------------|-----------|
| | 14 and Above | | 12 to 14 | | 10 to 12 | | 8 to 10 | | 6 to 8 | | 6 and Below | | Grand Totals | |
| Rating | CPO | Below CPO | CPO | Below CPO | CPO | Below CPO | CPO | Below CPO | CPO | Below CPO | CPO | Below CPO | CPO | Below CPO |
| BM | 4 | | 1 | | 3 | 6 | 2 | 10 | 3 | 20 | 46 | 617 | 59 | 653 |
| QM | 6 | | 5 | | 17 | 2 | 14 | 36 | 3 | 53 | 35 | 320 | 80 | 411 |
| RD | | | 2 | | | 1 | | | 1 | 5 | 17 | 372 | 20 | 378 |
| SO | | | | | 2 | 1 | | 2 | 1 | 1 | 13 | 120 | 16 | 124 |
| TM | 4 | | 2 | | 9 | 4 | 1 | 14 | 4 | 11 | 16 | 44 | 36 | 73 |
| GM | 7 | | 5 | | 12 | 30 | 5 | 90 | 2 | 100 | 26 | 495 | 57 | 715 |
| FC | | | | | 2 | 1 | 1 | 9 | 2 | 7 | 22 | 93 | 27 | 110 |
| FT | 1 | | | | | 3 | 1 | 4 | | 2 | 19 | 36 | 21 | 45 |

THE BULLETIN BOARD

| Rating | NUMBER OF YEARS CONTINUOUS SEA DUTY SINCE LAST TOUR ASHORE | | | | | | | | | | | | | |
|--------|--|-----------|----------|-----------|----------|-----------|---------|-----------|--------|-----------|-------------|-----------|--------------|-----------|
| | 14 and Above | | 12 to 14 | | 10 to 12 | | 8 to 10 | | 6 to 8 | | 6 and Below | | Grand Totals | |
| | CPO | Below CPO | CPO | Below CPO | CPO | Below CPO | CPO | Below CPO | CPO | Below CPO | CPO | Below CPO | CPO | Below CPO |
| MN | | | | | | | | 1 | | | 1 | | 1 | 1 |
| ET | | | | | 1 | | | | 1 | | 11 | 49 | 13 | 49 |
| IM | | | 3 | | | | | | 1 | 1 | 2 | 7 | 6 | 8 |
| CM | | 1 | | | | | 2 | 2 | 4 | 1 | 3 | 7 | 9 | 11 |
| TE | 1 | | | | | | | 1 | 1 | 3 | 8 | 113 | 10 | 117 |
| FM | 2 | | 2 | | 2 | 2 | 2 | 1 | 3 | 4 | 11 | 415 | 22 | 422 |
| YN | | | | | | | | | | | 23 | 47 | 23 | 47 |
| PN | | | | | | | | | | | 2 | 35 | 2 | 35 |
| SK | | | | | | | | | | 2 | 36 | 143 | 36 | 145 |
| DK | | | | | | | | | | | 5 | 28 | 5 | 28 |
| CS | 1 | | | 1 | | 1 | | 5 | 2 | 7 | 22 | 180 | 25 | 194 |
| SH | | | 1 | | | 1 | | 5 | | 21 | 35 | 853 | 36 | 880 |
| JO | | | | | | | 1 | | | | 3 | 5 | 4 | 5 |
| PI | | | | | | | | | | | 2 | 37 | 2 | 37 |
| LI | | | | | | | | | | | | 11 | | 11 |
| IM | | | | | | | | | | | 2 | 1 | 2 | 1 |
| SN-SA | | | | | | | | | | 2 | | 593 | | 595 |
| MM | 25 | 1 | 22 | 1 | 109 | 20 | 45 | 74 | 20 | 102 | 45 | 589 | 265 | 787 |
| EN | 9 | | 2 | | 10 | 3 | 7 | 13 | 8 | 13 | 26 | 240 | 62 | 269 |
| MR | | | | | 1 | | 3 | 2 | | | 3 | 25 | 7 | 27 |
| BT | 34 | 5 | 22 | 4 | 54 | 41 | 15 | 127 | 9 | 72 | 39 | 361 | 173 | 610 |
| EM | 5 | | 2 | | 6 | 2 | 1 | 6 | | 11 | 10 | 184 | 24 | 203 |
| IC | 1 | | 2 | | 3 | | 2 | 2 | | 5 | 3 | 27 | 11 | 34 |
| ME | 1 | | 1 | | 3 | 2 | 4 | 7 | 2 | 7 | 12 | 183 | 23 | 199 |
| FP | | | 2 | | 7 | 6 | 2 | 9 | 3 | 14 | 4 | 161 | 18 | 190 |
| DC | 1 | | | | 1 | 1 | 1 | 3 | | 2 | 15 | 69 | 18 | 75 |
| PM | | | | | | | | | 1 | | | 2 | 1 | 2 |
| ML | 1 | | | | | 1 | | 1 | 1 | | 3 | 8 | 5 | 10 |
| FN-FA | | | | | | | | | | | | 219 | | 219 |
| SV | | | | | | | | | | | | 3 | | 3 |
| CE | | | | | | | | | | | 1 | 6 | 1 | 6 |
| CD | | | | | | | | | | | 1 | 8 | 1 | 8 |
| CM | 1 | | | | | | 1 | | | | 3 | 10 | 5 | 10 |
| BU | | | | | | 1 | | | 1 | 1 | 2 | 29 | 3 | 31 |
| SW | | | | | 3 | | | 1 | 3 | | 8 | 17 | 14 | 18 |
| UT | | | | | 3 | | 1 | | | | 6 | 19 | 10 | 19 |

| NUMBER OF YEARS CONTINUOUS SEA DUTY SINCE LAST TOUR ASHORE | | | | | | | | | | | | | | |
|--|--------------|-----------|----------|-----------|----------|-----------|---------|-----------|--------|-----------|-------------|-----------|--------------|-----------|
| Rating | 14 and Above | | 12 to 14 | | 10 to 12 | | 8 to 10 | | 6 to 8 | | 6 and Below | | Grand Totals | |
| | CPO | Below CPO | CPO | Below CPO | CPO | Below CPO | CPO | Below CPO | CPO | Below CPO | CPO | Below CPO | CPO | Below CPO |
| CN-CP | | | | | | | | | | | | 1 | | 1 |
| SD | 1 | 1 | 1 | 6 | | 7 | 1 | 18 | 1 | 44 | 10 | 206 | 14 | 282 |
| AVIATION RATINGS | | | | | | | | | | | | | | |
| TN-TA | | | | | | 1 | | 1 | | 21 | | 234 | | 257 |
| AD | 1 | | 4 | | 6 | 3 | 12 | 9 | 17 | 8 | 347 | 382 | 387 | 402 |
| AT | | | | | 1 | | 2 | | 1 | 1 | 25 | 29 | 29 | 30 |
| AL | 3 | | 5 | | 18 | | 19 | 4 | 20 | 13 | 92 | 110 | 157 | 127 |
| AO | | | | | 9 | 2 | 11 | 16 | 15 | 20 | 154 | 274 | 189 | 312 |
| AB | | | | | | | | | | 2 | 8 | 152 | 8 | 154 |
| AE | | | | | 2 | | 2 | 1 | 1 | | 24 | 72 | 29 | 73 |
| AM | | | 1 | | 1 | 1 | 3 | 3 | 6 | | 55 | 107 | 66 | 111 |
| PR | | | | | | | | 3 | | 4 | 8 | 46 | 8 | 53 |
| AK | | | | | | | | 2 | 1 | | 4 | 40 | 5 | 42 |
| AF-PH | | | | | | | | | 1 | 1 | 3 | 39 | 4 | 40 |
| AN-AA | | | | | | | | | | | | 25 | | 25 |
| | 109 | 8 | 85 | 12 | 285 | 143 | 161 | 482 | 138 | 581 | 1271 | 8488 | 2049 | 9724 |

Latest Motion Pictures Scheduled for Distribution

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Exchange, Brooklyn, N. Y., is published for the convenience of ships and overseas bases. The title of each picture is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in September.

New listings of motion pictures available from the Navy Motion Picture Exchange are carried in ALL HANDS from time to time.

Scaramouche (980) (T): Adventure; Stewart Granger, Eleanor Parker.

Captain Blood (981): Drama; Errol Flynn, Olivia DeHavilland.

Jumping Jacks (982): Comedy; Dean Martin, Jerry Lewis.

Fearless Fagan (983): Comedy; Janet Leigh, Carleton Carpenter.

Maltese Falcon (984): Melodrama; Humphrey Bogart, Mary Astor.

Island Rescue (985): Drama; David Niven, Glynis Johns.

Happy Time (986): Melodrama; Charles Boyer, Bobby Driscoll.

Carrie (987): Drama; Laurence Olivier, Jennifer Jones.

Sergeant York (988): Drama; Gary Cooper, Walter Brennan.

One Minute to Zero (989):

Drama; Robert Mitchum, Ann Blyth.

Anthony Adverse (990): Melodrama; Frederic March, Olivia DeHavilland.

Lost in Alaska (991): Comedy; Bud Abbott, Lou Costello.

Story of Robinhood (992): Adventure; Richard Todd, Joan Rice.

Army Bound (993): Drama; Stanley Clements, Karen Sharpe.

Les Miserables (994): Drama; Michael Rennie, Debra Paget.

Dreamboat (995): Comedy; Clifton Webb, Ginger Rogers.

Don't Bother to Knock (996): Melodrama; Richard Widmark, Marilyn Monroe.

Ivanhoe (997) (T): Drama; Robert Taylor, Elizabeth Taylor.

Death of a Salesman (998): Drama; Frederic March, Mildred Dunnock.

Untamed Frontier (999): Western; Joseph Cotton, Shelley Winters.

World in His Arms (1000) (T): Adventure; Gregory Peck, Ann Blyth.

Hour of Thirteen (1001): Drama; Peter Lawford, Dawn Addams.

QUIZ AWEIGH ANSWERS QUIZ AWEIGH is on page 9.

- (b) 4. The crew consists of a coxswain, engineer, and two deck hands. Used for other purposes, such as for liberty parties, an LCVF can be handled by two men.
- (a) 36 men or 8100 pounds of cargo.
- (b) Mechanics.
- (a) Utilities men.
- (c) An infra-red communications device. It is both the sender and receiver.
- (b) For night ship-to-ship signaling. It is similar in operation to a device used on rifles called the "sniperscope" that shoots out an infra-red beam which illuminates the target and reflects the target image in the rifle telescope.

Living Conditions in Iceland Are Summarized for Personnel Ordered to Duty on IDF Team

What are living conditions like in Iceland for the Navyman and his dependents? Here is a report on the conditions the bluejacket who receives orders to duty with the Iceland Defense Force will find.

The IDF, incidentally, is a unified command. Its headquarters staff personnel consists of an equal number of Army, Navy and Air Force officers and enlisted men. U. S. forces are in Iceland by agreement with the Icelandic Government as a part of the North Atlantic Treaty Organization to provide defense of this strategic North Atlantic area. Headquarters staff and major units are located at Keflavik (pronounced kay-flaw-veek) airport, 35 miles from Reykjavik (pronounced ray-kyah-veek), the capital city.

To be sure, few enlisted men are

assigned to duty in Iceland. Navy units there consist of one Fleet Air Service Squadron, assigned for training and operational purposes, one service craft used to transport fuel for the IDF units and the small complement of enlisted personnel provided for IDF headquarters staff and the Naval Shipping Control Office in Reykjavik.

Since government housing is not available to dependents, ordinarily, it has been the practice to assign enlisted men without dependents to the IDF command for only a 12-month tour of duty. Should Navy men with dependents be assigned to this duty, however, here is the situation they would face if they wished to have their dependents with them.

Automobiles — You are advised not to bring your automobile if ordered to Iceland. Other than the streets of the larger towns, there are only nine miles of paved roads on the island. Winter driving is difficult and rural driving is considered hazardous.

Housing — No U.S. Government housing is available to dependents of enlisted personnel. Suitable living quarters are hard to find and very expensive. When apartments are available in Reykjavik, examples of monthly rental costs are:

- Five rooms, unfurnished, kitchen, bath, \$200. Light and heat, \$50 extra.
- Four rooms, unfurnished, kitchen, bath, heat and telephone, \$200. Light \$10 extra.
- Three rooms, unfurnished, kitchen, bath, \$100. Light and heat \$35 extra.
- One room, semi-furnished, heated, kitchen, bath, light, \$80.

Personnel are advised to bring silverware, dishes, kitchen utensils, bedding, linens, curtains, and a washing machine. All furniture and supplies for a small child should be brought. These are almost impossible to obtain locally.

Commissary — A commissary is operated at Keflavik airport and another by the U.S. Legation in Reykjavik on a non-profit basis. The cost of foodstuffs purchased locally is very high. The unofficial price index is over 400 on the basis of 1939 price index equal to 100.

Education — No school has been established for children of American service personnel. The language bar-

rier makes it very difficult if not out of reach of English-speaking children.

Electricity — If you plan to bring electrical appliances it will be necessary to purchase transformers in the United States to convert the electric current in Reykjavik from 220 volts A.C., 50 cycle to 110 volts A.C. All electric sockets are four-prong, British-type plug. Also bring a supply of such plugs into which the flat type used in the U.S. can be inserted. These cannot be procured locally.

Rate of exchange — The legal rate of exchange after the devaluation on 19 Mar 1950, is Kr. 16:32 equal to \$1.

Much has been done to further good relations between American servicemen and the Icelanders. Iceland has an important position in the NATO family of nations.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Navacts, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 46 — Requests applications from qualified enlisted men for the NROTC college-training program.

No. 47 — Advises men discharged from the Army or Air Force who subsequently enlist in the Navy or Marine Corps that they must submit application for mustering out pay to the Army or Air Force rather than Navy or Marine Corps.

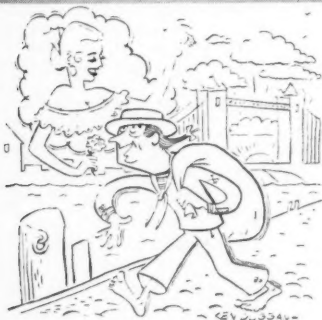
BuPers Instructions

No. 1000.1 — Contains instructions governing the utilization of Navy bands and orchestras.

No. 1085.5 — Makes changes regarding issuing Identification Cards to Navy personnel.

No. 1120.8 — Establishes policies and procedures for submitting appli-

SONGS OF THE SEA



Ten Thousand Miles Away

Sing hol for a brave and gal-lant ship,
And a fair and favoring breeze,
With a bul-ly crew and a cap-tain too,
To car-ry me o-ver the seas,
To car-ry me o-ver the seas, my boys,
To my true love far a-way,
I'm taking a trip on a Government ship
Ten thou-sand miles a-way!
Then blow, ye winds, heigh-oh!
A rov-ing I will go,
I'll stay no more on Eng-land's shore,
To hear the mu-sic play
I'm off on the morn-ing train
To cross the rag-ing main,
I'm tak-ing a trip on a Government ship,
Ten thousand miles a-way!

—Old Forecastle Song

cations for appointment to ensign and LTJG in the Optometry, Pharmacy and Medical Allied Sciences sections of the Medical Service Corps, U. S. Navy.

No. 1210.3—Tells how to put officer qualification codes on duty orders.

No. 1301.6—Brings up-to-date directives for procuring, accounting for and administering naval officers assigned duty with the Army or Air Force.

No. 1306.10—Gives policy for assignment to duty and duty rotation for enlisted women.

No. 1331.2—Requests applications from Regular and Reserve junior officers, male, unrestricted line and LDO categories (except aviation classifications), for duty with the Naval Security Group in Washington, D. C.

No. 1336.1—Outlines procedure for submitting requests for recruiting duty.

No. 1412.4—Outlines procedures to be followed by commanding officers in regard to temporary appointments and promotions of Regular and Reserve officers.

No. 1418.6—Establishes the schedule for service-wide competitive exams for pay grades E-4, E-5, E-6 and E-7 for 1953 and gives eligibility requirements and procedures for administering the tests.

No. 1426.1—Outlines qualifications and procedures to be followed by Regular Navy ensigns prior to permanent promotion to LTJG.

No. 1510.7—Directs the attention of all commanding officers to excessive number of ineligible candidates being received for enlisted service

schools and reiterates the eligibility requirements for such schools.

No. 1520.4—Requests applications from Regular and Reserve officers, male, unrestricted line or LDO (aviation classifications excluded) for a six-month course at the Deep Sea Diving School, Naval Gun Factory, Washington, D. C.

No. 1520.5—Informs line Ensigns and LTJGs, USN, commissioned from the NROTC program, what courses of instructions they may take, even though they have not yet been selected for a career status.

No. 1540.2—Gives requirements for enlisted men who wish to apply for submarine duty.

No. 1560.1—Brings up to date the information on the Navy's Information and Education program.

No. 1626.2—Concerns service record entry in the case of an absentee or deserter.

No. 1760.1A—Summarizes reemployment rights for enlistees and Reservists serving on active duty.

No. 1761.2—Announces distribution of a new pamphlet, "Your Insurance Status," which acquaints veterans with government life insurance.

No. 1761.3—Describes how active duty in the naval service relates to possible Social Security benefits.

No. 1920.1—Outlines resignation and recall policies affecting Naval Reservists after release from active duty. No significant change here from last directive on the subject, BuPers Circ. Ltr. 101-52.

No. 4631.1—Brings up to date the procedures to be used by Navy personnel and their dependents using MSTs transportation.

No. 5211.2—Concerns inserting a "Roster of Officers" in ships' smooth deck logs.

BuPers Notices

No. 1050 (1 Oct 1952)—Gives policy granting of Christmas leave.

No. 1085 (17 Sept 1952)—Contains a correction to "Navy Occupation and Training History" (NavPers Form 601).

No. 1085 (30 Sept 1952)—Emphasizes that smooth deck logs should be classified "Restricted" rather than "Confidential."

No. 1741 (29 Sept 1952)—Relates to National Service Life Insurance special dividend of 1951. Form for application is now obsolete.

'Old 84' Logs in 18 Nolos At NAS Ream Field, Calif.

"Old 84," a radio-controlled F6F Hellcat of Utility Squadron Three at NAS Ream Field, Calif., is the squadron's prize exhibit. She is dubbed "old" because of her 18 missions or "nolos." Before this radio-controlled plane got hot, 15 "nolos" had stood as top performance. A "nolo" is "an individual drone flight without a safety pilot, controlled from a remote ground ship, or airborne control station."

She and several sister "drones" play a key role in UtRon Three—serving the fleet for gunnery exercises. They are used in all phases of aerial attack on surface vessels. Simulating battle conditions, the ships fire away as the drones make dummy torpedo runs, dive-bombing strikes and horizontal bombing runs. The target planes operate with conventional-type lead planes that guide them through their runs.

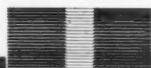
Though a full-size plane, no pilot is assigned "Old 84" because of her radio-controlled nature. A controller in the accompanying plane or at a radio control "fox cart" on the field puts her through her paces. Top man with such an aircraft is the plane captain, the plane's No. 1 maintenance man. What with his charge always getting shot at and subject to such a notably short life, it would seem that a drone's plane captain would be a worried man. But Airman William K. Carson, USN., "Old 84's" skipper, takes it all in stride. He just points to the 18 chevrons on her fuselage and says, "They haven't got the old girl yet."



"Next round, lead with your port, feint with your starboard, then let him have it amidship."



DECORATIONS & CITATIONS



NAVY CROSS

"For extraordinary heroism in action against the enemy . . ."

★ **BURCHICK, Thomas A., HM3, USN:** Corpsman in the first platoon of a Marine infantry company attached to the First Marine Division in the vicinity of Inje, Korea, on 29 May 1951. When two men were wounded by enemy fire, Burchick ran through automatic-weapons, grenade and small-arms fire to their aid. After administering to their wounds he aided four marines who were within close range of the enemy's guns. With the action again halted by a squad left to fight a delaying action and three more of the platoon members struck down, Burchick ran to their aid through a hail of grenades thrown from hostile positions. Despite a painful wound sustained by a bursting grenade, he advanced to within a few feet of the bunkers and dragged the wounded out of range. With no cover whatever from heavy mortar and small-arms fire, Burchick treated them and other casualties of his unit until the objective had been secured.

★ **HOVATTER, Donald J., HM3, USN** (posthumously): A corpsman attached to a Marine infantry company in Korea on 29 May 1951. When the company was suddenly subjected to an intense volume of enemy fire during an attack against a heavily defended hostile position, Hovatter boldly made his way from one wounded man to another to administer first aid. Observing a casualty lying in an exposed position on a forward slope, he immediately rushed to the assistance of the stricken man in the face of withering enemy machine-gun fire. Although seriously wounded en route, he bravely struggled across 100 yards of open terrain to reach the Marine. Despite intense pain, he continued to administer aid to the casualty until he himself was mortally wounded.

★ **PARKER, Waller J., HM3, USNR:** Corpsman attached to a Marine infantry company, First Marine Division near Yudamni, Korea, on 29 Nov 1950. With the platoon reinforcing a friendly unit in defense of a strategic ridge during a strong enemy night attack, Parker moved through a hail of fire to aid six critically wounded men. He boldly administered treatment to the casualties while fully exposed to heavy enemy fire and supervised their evacuation to a position of comparative safety. Despite a painful

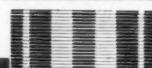
face wound sustained early in the action, he moved among the men in total darkness and sub-zero weather, administering to casualties while exposed to close-range hostile fire throughout six consecutive enemy attacks. Unable to perform his duties while wearing gloves, he continued to work in the bitter cold until his hands became severely frost bitten. When the medical supplies were expended, he constantly spoke words of encouragement to the wounded while keeping them as comfortable as possible. Seizing a weapon during one particular violent enemy assault, Parker assisted in defending the stricken men in his charge and, although seriously wounded a second time when nearing the end of the night-long engagement, gallantly refused aid for himself until all the casualties had been evacuated.

★ **TROMBLY, Alfred D., HM3, USN:** Corpsman with a rifle company attached to the Second Battalion, Seventh Marines, First Marine Division, in East Central Korea on 8 June 1951. Although the company was ordered to seek cover after being subjected to an extremely heavy mortar and artillery attack while crossing open, exposed terrain, Trombly braved a vicious hail of shells and shrapnel to treat the many casualties. While thus engaged, he received multiple crippling wounds in one leg from flying grenade fragments. However, he crawled from man to man to give first aid. When the hostile fire increased, Trombly threw himself over the bodies of two wounded comrades to shelter them. Again seriously wounded he persisted in administering treatment, refusing evacuation and aid for himself until all other wounded personnel had been treated.

NUC for Communication Unit

U. S. Naval Communication Unit No. 35 has been awarded the Navy Unit Commendation for "distinguished service . . . in support of military operations during the Korean Campaign from 26 June to 1 Nov 1950."

The citation states that the Unit "displaying exceptional skill and untiring efforts, . . . rendered service vital to the success of operations in the Korean theater and contributed immeasurably to the over-all accomplishment of the mission of the United States Fleet Activities, Yokosuka, Japan."



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ **BUMGARNER, Perry E., HM1, USN,** serving in the First Marine Division on 13 Sept 1951.

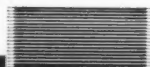
★ **BURRIER, Paul A., HM2, USNR,** attached to a Marine Infantry Company on 16 June 1951.

★ **GRAHAM, William W., HM3, USN,** serving with a Marine Infantry Company on 3 Dec 1950.

★ **HAYES, Mark, Jr., DT2, USN,** serving with a Marine Amphibian Tractor Battalion on 7 Nov 1950.

★ **MOORE, Edwin C., LT, (missing-in-action),** officer-in-charge of Helicopter Unit 21 on 8 Feb 1952.

★ **NORTHCOTT, Thomas V., HMC, USN,** serving in the First Marine Division on 21 Sept 1950.



LEGION OF MERIT

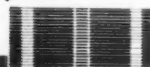
"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States . . ."

★ **FARRELL, Joseph A., Jr., CAPT, USN,** Chief of Staff to Commander Task Force 95 from 27 Sept 1950 to 21 June 1951.

★ **WILKINSON, Kenneth S., LT, USNR,** pilot of a helicopter from February through April 1951.

Gold star in lieu of second award:

★ **RICKOVER, Hyman G., CAPT, USN,** Chief of the Naval Reactors Branch, Division of Reactor Development, U. S. Atomic Energy Commission, and as Director of the Nuclear Power Division of the Navy Bureau of Ships, from March 1949 to July 1952.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ **BAGGETT, Reuben S., AO1, USN** (missing-in-action), while serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ **BAILEY, William C., ENS, USN,** while serving in Attack Squadron 115 from 6 August to 19 Oct 1950.

★ **BARKER, Raymond H., ENS, USN,** while serving in Attack Squadron 115 from 5 August to 19 Oct 1950.

★ BEAVERS, Robert A., ENS, USN, while serving in Attack Squadron 55 from 5 August to 22 Oct 1950.

★ BROOMHEAD, Marvin S., ENS, USNR (missing-in-action), while serving in Fighter Squadron 194 on 8 Feb 1952.

★ DEGOEDE, John, LTJG (then ensign), USN, while serving in Attack Squadron 115 from 5 August to 19 Oct 1950.

★ DITTMAR, William D., LTJG (then ensign), USN, while serving in Attack Squadron 115 from 6 August to 19 Oct 1950.

★ FOSTER, Paul R., AD1, USN (missing-in-action), while serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ GATES, Clark H., CDR (then lieutenant commander), USN, while serving in Carrier Air Group Five, from 29 July to 15 Nov 1950.

★ GERGEN, Francis G., LTJG, USNR (posthumously), while serving in Fighter Squadron 53 on 11 Jan 1952.

★ GLAUSER, Clarence J., LT (then lieutenant (jg)), USN, while serving in Attack Squadron 55 from 3 July to 2 Oct 1950.

★ GOODMAN, William B., SDC, USN, while serving in Air Transport Squadron 21 Detachment from 4 Oct 1950 to 25 Jan 1951.

★ GORSLINE, Samuel G., Jr., LT (then lieutenant (jg)), USN, while serving in Attack Squadron 55 from 3 July to 2 Oct 1950.

★ HAMILL, Jerome E., LTJG (then ensign), USN, while serving in Fighter Squadron 113 from 6 August to 9 Nov 1950.

★ HODGSON, Judd C., LTJG, USNR, while serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ HUMISTON, Leslie R. T., AMC, USN (posthumously), while serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ JACKSON, Billie G., LT (then lieutenant (jg)), USN, while serving in Attack Squadron 55 from 3 July to 12 Oct 1950.

★ JOHNSON, Richard L., ENS, USN, while serving in Attack Squadron 115 from 6 August to 17 Oct 1950.

★ KINGERY, Samuel G., ENS, USN, while serving in Fighter Squadron 114 from 6 August to 17 Oct 1950.

★ KRAUSE, Robert N., LT (then lieutenant (jg)), USN, while serving in Attack Squadron 115 from 6 August to 19 Oct 1950.

★ LAKE, Jarrett T., Jr., LCDR, USN, while serving in Attack Squadron 115 from 5 August to 19 Oct 1950.

★ LORANGER, Donald, LTJG, USN, while serving in Attack Squadron 115 from 5 August to 29 Oct 1950.

★ MAY, Harry L., LTJG (then ensign), USN, while serving in Attack Squadron 115 from 5 August to 19 Oct 1950.

★ MITCHELL, John L., AOC, USN (posthumously), while serving in Patrol

Squadron Six from 8 July 1950 to 28 Jan 1951.

★ NEIGER, Ralph E., ENS, USN, while serving in Attack Squadron 115 from 5 August to 19 Oct 1950.

★ NELSON, Frederick L., LTJG (then ensign), USN, while serving in Attack Squadron 115 from 6 August to 17 Oct 1950.

★ NORDYKE, Cutlar J., ENS, USN, while serving in Attack Squadron 115 from 6 August to 19 Oct 1950.

★ NUSSBAUMER, John J., ENS, USN, while serving in Attack Squadron 115 from 5 August to 19 Oct 1950.

★ PRICE, Allen B., ENS, USN, while serving in Attack Squadron 115 from 6 August to 19 Oct 1950.

★ PROFILET, Leo T., ENS, USN, while serving in Attack Squadron 115 from 5 August to 19 Oct 1950.

★ RODRIGUEZ, Manuel, Jr., AL3, USN, while serving in Patrol Squadron 47 from 2 July to 15 Nov 1950.

★ ROSENFELD, Sam, LT, USNR (missing-in-action), while serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ ROSS, Jack W., LTJG, USN (posthumously), while serving in Fighter Squadron 114 from 6 August to 15 Oct 1950.

★ SHELDON, George M., LTJG, USN, while serving in Attack Squadron 115 from 5 August to 19 Oct 1950.

★ STERRETT, Bailey D., Jr., LTJG (then ensign), USN, while serving in Attack Squadron 55 from 5 August to 22 Oct 1950.

★ THARP, Paul F., AT 1, USN, while serving in Air Transport Squadron 21 Detachment from 4 Oct 1950 to 25 Jan 1951.

★ THORNBURG, Thomas H., ENS, USN, while serving in Fighter Squadron 113 from 6 August to 17 Oct 1950.

★ VILLANUEVA, Xavier V., ENS, USN, while serving in Attack Squadron 115 from 6 August to 19 Oct 1950.

★ WALLACE, Edwin S., Jr., ENS, USN, while serving in Fighter Squadron 113 from 5 August to 17 Oct 1950.

★ WHITTLESEY, Eugene H., LTJG (then ensign), while serving in Fighter Squadron 33 from 10 Oct 1950 to 19 Jan 1951.

attached to the First Marine Division on 29 May 1951.

★ DAY, Harry E., CAPT, USN, serving as Captain of the Yard and Operations Officer, Fleet Activities, Yokosuka, Japan, from 25 June 1950 to 12 July 1951.

★ DELAUNE, Jerry R., HM3, USN, attached to a Marine Artillery Battery on 6 and 7 Dec 1950.

★ DEMAYO, James, Jr., SA, USN, serving in USS *Redhead* (AMS 34) on 12 Oct 1950.

★ DITOMMASO, Joseph, GMC, USN, serving in USS *Missouri* (BB 63) from 16 Sept 1950 to 28 Mar 1951.

★ FIELDING, Frederick A., CDR, SC, USN, on the staff of Commander Service Division 31 from 27 July 1950 to 29 Mar 1951.

★ FINN, James J., BMC, USN, serving in USS *Philippine Sea* (CV 47) from 5 Aug 1950 to 25 May 1951.

★ FLETCHER, Miller W., HN, USN, serving with the First Marine Division on 6 and 7 Dec 1950.

★ FOOTE, Arthur G., BM2, USN, serving as coxswain of an LCM on 17 Dec 1950.

★ FORD, Lewis M. D., CDR, USN, serving in USS *Bataan* (CVL 29), from 15 Dec 1950 to 16 Apr 1951.

★ GAMBLE, Dean C., HN, USN, serving with a Marine Medical Battalion on 6 and 7 Dec 1950.

★ GEORGE, John E., LCDR, USN, serving in USS *Fort Marion* (LSD 22) on 15 Sept 1950.

★ GLASSEY, Allen J., CM3, USN, attached to Underwater Demolition Team One from 15 to 26 Oct 1950.

★ GOHLKE, Karl R., ET1, USN, serving in USS *Missouri* (BB 63) from 16 Sept 1950 to 28 Mar 1951.

★ GOYETTE, Emmanuel T., CAPT, USN, CO of USS *Comstock* (LSD 19) from January through May 1951.

★ HAINES, Preston B., Jr., CDR, USN, CO of USS *Maddox* (DD 731) from 5 Sept to 19 Oct 1950.

★ HANSEN, Virgil P., GMC, USN, serving in USS *Mount Katmai* (AE 16) from 18 Aug 1950 to 28 Feb 1951.

★ HARBARGER, Wayne B., Jr., LTJG, USN, serving in USS *Rochester* (CA 124) from 26 June 1950 to 17 Jan 1951.

★ HARDER, Ervin J., DDC, USN, serving in USS *Mount Katmai* (AE 16) from 18 Aug 1950 to 28 Feb 1951.

★ HAVARD, Gentle, RM2, USN, attached to HTMS *Prasae* from 8 to 13 Jan 1951.

★ HOHNHAUS, George Wm., BM1, USN, attached to Underwater Demolition Team One from 15 to 26 Oct 1950.

★ HORVATH, John J., ADC, USN, attached to USS *Philippine Sea* (CV 47) from 5 Aug 1950 to 22 Mar 1951.

★ HUFFMAN, Donald E., CHBOSN, USN, serving as Military Sea Transportation Service representative from 6 Nov to 6 Dec 1950.

★ JACKSON, George R., LT, USN, serving in Fighter Squadron 52 from 3 July to 10 Nov 1950.

BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ COLLUM, William J., Jr., CDR, USN, CO of USS *Theodore E. Chandler* (DD 717) from 7 Sept 1950 to 11 Mar 1951.

★ CUDD, Montie H., BMG3, USNR, serving in USS *Tacoma* (PF 3) on 11 Aug 1951.

★ DAVIS, Robert W., LT, DC, USNR,

BOOKS: HISTORY AND HUMOR ARE ON FALL READING LIST

AMONG THE VOLUMES now finding their way to ship and shore library shelves, you'll find a liberal sprinkling of books written both by and for Navymen. Here are reviews of some of the latest, chosen by the BuPers library staff:

• *Smith's London Journal*, by H. Allen Smith; Doubleday and Company.

Here's a humorous book, obviously a take-off on *Boswell's London Journal* which appeared a year or so ago. Like the *Boswell's* book, this volume has a dust jacket bearing the legend "Now first published from the original manuscript."

Smith, who will be remembered for such books as *Lost in the Horse Latitudes* and *Low Man on a Totem Pole*, sailed for merry olde England to soak up culture. From cricket games to Tallulah Bankhead press conferences (wherein Talluo stood on a chair, quaffing champagne from her slipper), to various British pubs, H. Allen makes the rounds. He lampoons the British version of the English language (even includes a "glossary" as an appendix) and occasionally gibes at his own countrymen.

All in all, it's a jolly good book. If

you like H. Allen Smith, the book is for you. Good show and all that sort of thing.

* * *

• *East of Eden*, by John Steinbeck; The Viking Press.

East of Eden is a novel of life in Salinas, Calif. For the most part it is the story of Adam Trask—his unhappy childhood, his days in the service, his return to civilian life and his marriage. Interwoven are the tales of his brother, Charles, the wife, Kate, and the blacksmith.

To say that all is not smooth-sailing for Adam would be an understatement, but it would take too many paragraphs to sketch even a bare outline of the plot here.

If you like your novels long, involved, pithy, Steinbeck is for you. A good book for the long winter reading.

* * *

• *Fleet Admiral King — A Naval Record*, by Fleet Admiral Ernest J. King, USN, and Commander Walter M. Whitehill, USNR; W. W. Norton and Company.

This book — to be published November 21 — is an account of the life of the former Commander-in-Chief U.S. Fleet and Chief of Naval

Operations. After a few introductory chapters on Ernest King's background and boyhood, the volume traces his naval career which began when he entered the Naval Academy in 1897 and continued throughout World War II, with the admiral serving well beyond the statutory retirement age.

Written in the third person, the document tells of King's participation in allied conferences ranging from the Roosevelt-Churchill meeting at Argentina in 1941 through the Potsdam Conference in 1945. Virtually every page reveals King's devotion and sense of duty to the Navy.

Young salts, to whom Admiral King is scarcely more than a legend, will enjoy this book just as much as older salts who were in the Navy when King was COMINCH-CNO. *Fleet Admiral King* is written in a straightforward, readable manner. It's a must.

* * *

• *Fun in the Water*, by Commander Bob Winston USNR; June, Osborn, Foster and Smith.

This is a folksy, somewhat whimsical book which tells you how you can get more enjoyment out of swimming.

It is not merely a "how to swim" book, however, although it does include a number of hints for better swimming techniques. It expounds on the virtues of underwater fishing—for fish and for fun—with emphasis on good use of the swimmer's mask and harpoon.

The book will provide many a sailor with food for thought—especially if he is stationed in an area where he can enjoy this type of hunting.

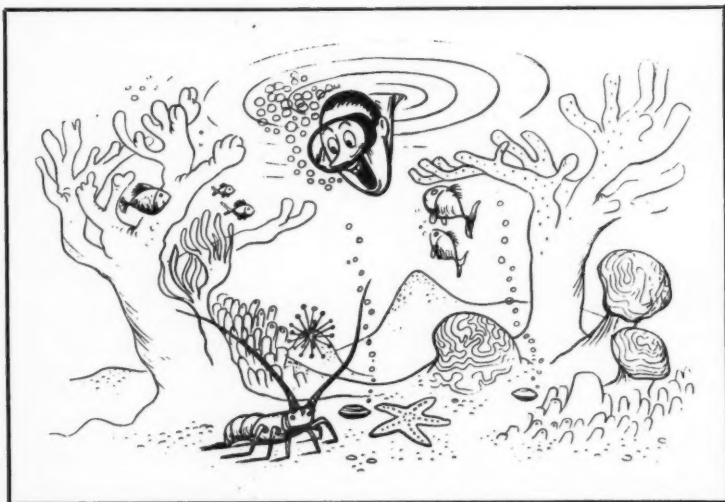
Written in a light, breezy style—with excellent illustrations by Eric Gurney—*Fun in the Water* should hit the spot.

* * *

• *Naval Terms Dictionary*, by Commander John V. Noel, Jr., USN; D. Van Nostrand Company.

Commander Noel has compiled an up-to-date handbook of American naval terms, from A to Zulu.

It is one of the most complete works of its kind, including not only the older terms which are still in use in the modern navy but the more common terms which are still unfamiliar to many men in the naval service.



FISH'S EYE VIEW — One of the many drawings in *Fun in the Water* shows the interesting sights seen when you swim with your eyes open.

NAVY WAYS IN OLD SAILING DAYS

Things were not so different then as you might think. Ships had sails instead of engines, but a man still had to know his trade and follow many of the rules still in effect today . . .

The following text is taken from the book by E. C. Wines, entitled "Two Years and a Half in the Navy", published in 1832.

The life of a Navyman in one of the warships of 150 years ago was different in many respects from the life the bluejacket knows today—but it was surprisingly similar in many ways too.

The modern Navyman, of course, is now more of a "seaman" in the true sense of the word than a "square-knot sailor." Today's boatswain's mate, for example, knows more about rigging lines for 'tween-ship replenishment than about how to rig a jury yard. And the modern sailor is more of a specialist. Today's gunner's mate is more concerned with keeping his mount mechanically perfect than with knowing how to lash it down to keep it in position.

The old-time blacksmith and carpenter's mate ratings have been replaced by today's metalsmith and damage controlman. Hammocks have long since given way to bunks, salt beef and plum duff to steak and potatoes. Coffee is now served instead of grog.

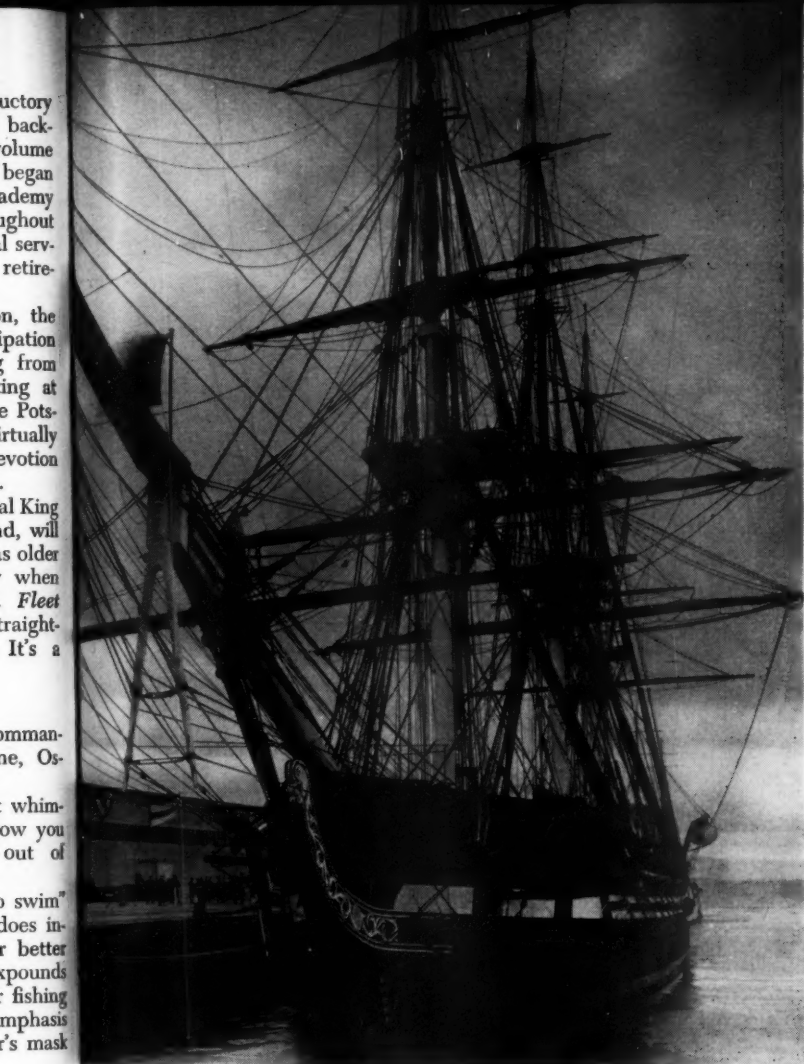
But other things have come down through the years with little if any change. The master-at-arms, although he no longer wields the cat o' nine tails, is still the ship's respected police petty officer. Despite the invention of

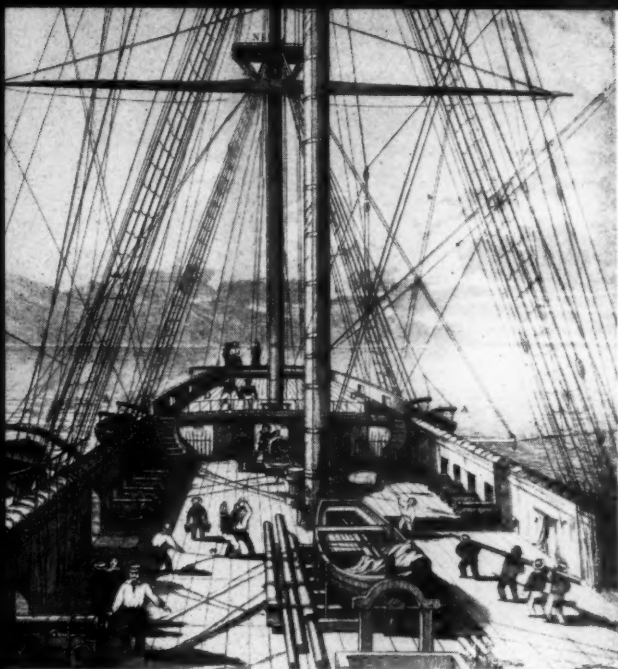
the fathometer, quartermasters still have to be skilled at heaving the lead. Marines still must be "half soldier, half sailor" as they were then.

Many such similarities appear in this story, written by a man who was "schoolmaster" on board the frigate *Constellation* in the 1830's. A schoolmaster's job on a man o' war was to keep the midshipmen up with their studies during the long cruises.

At the time this story was written, *Constellation* already had gained a considerable reputation. Launched at Boston in 1794, a sister ship of the famed *Constitution* ("Old Ironsides"), *Constellation* was part of America's answer to French commerce raiders and the Barbary pirates. Under her able, smoke-eating skipper, Commodore Thomas Truxton, *Constellation* had blasted and captured a 36-gun French frigate and the following year had slugged it out toe to toe with the 52-gun French warship *Vengeance*. In an epic battle, *Vengeance* had escaped but later had to be beached. *Constellation* had limped back to Norfolk for repairs.

But now the trim vessel was sailing the seas again, one of America's proudest frigates.



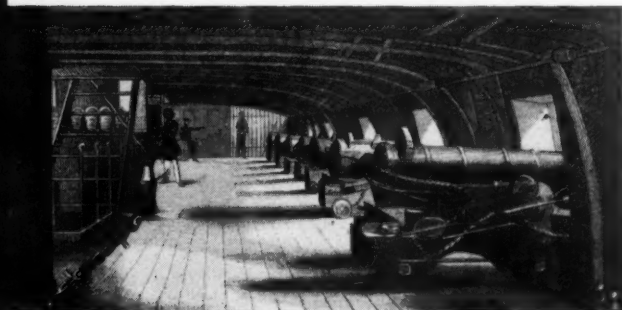


CONSTELLATION did not have superstructure above spar deck, as shown in this view of a British vessel.

THE *Constellation* is a frigate of the second class, mounting forty-four guns. Her whole weight of metal, [i.e. weight of metal that may be fired from her guns] is one thousand and sixteen pounds—her broadside five hundred and eight. She is among the oldest vessels in our navy, and is one of those happy first productions never afterwards surpassed. In the beauty of her hull, she is unequalled by any thing I have ever seen afloat. The easy swell and curvature of the sides, and the general harmony of the proportions are inimitable. The new frigates may present a more war-like appearance, but the monotony of their sides, rising as they do almost perpendicularly from the water to the hammock-nettings, is any thing but graceful or agreeable. In her spars and rigging the *Constellation* is less beautiful than some other of our public vessels.

A frigate has three decks. The upper one is called the spar deck, and this is again subdivided into different parts, each called by its appropriate name. All that part of it from the gangways aft, is denominated the quarter deck.

GUN DECK afforded frigate-men shelter from 'the sun, rain and dews.' Sloops lacked this 'luxury.'



Next to the cabin, this is the most sacred part of the ship. No officer on duty is allowed to appear there unless he is dressed in his uniform, and on ascending to it from below, or in coming over the ship's sides, he is obliged to pay it his respects by touching his hat. I have been reprimanded for walking there in a hot summer's day without a cravat on, and the etiquette of touching the hat is in some instances so rigorously exacted, that midshipmen are suspended or quarantined for neglecting to comply with it.

There are three hatches on the quarter deck, the after one of which belongs exclusively to the superior officers. Near the centre is the capstern [sic], a large wooden cylinder, by means of which the anchor and other heavy weights are raised. The wheel, at which four men are stationed to steer the ship, is just forward of the mizen mast, and in front of it are the binnacles, two upright boxes, in each of which is placed a mariner's compass.

That part of the spar deck forward of the foremast is called the forecabin. This is the favourite haunt of the men. Here they collect on a summer's evening to "spin" their "yarns" and forget their labours in the pleasures of the song and the dance. The blacksmith's shop is always shipped on the forecabin, when any work in that line is to be performed.

On that portion of the spar deck, comprehended between the quarter deck and the forecabin, are stowed all the spare spars, and also at sea all the boats, except one at the ship's stern, and one on each of her quarters. It is called the booms. On the spar deck there are four ladders for the men, two of which are just forward of the gangways, and two just abaft the foremast. Parallel with this deck are six strong platforms, outside of the bulwarks, three on each side of the vessel, opposite the three masts. They are called the fore, main, and mizen chains. The shrouds, stout cable ropes which support the masts laterally, are fastened to them. The ropes which give a fore and aft support to the masts are denominated stays.

The guns on this deck are called carronades, and are all short, except generally two long carronades on the forecabin, and two on the quarter deck. The bulwarks rise to about the height of a common sized man above the spar deck. They terminate in the hammock-nettings, a deep trough nearly encircling the ship, in which the hammocks are stowed during the day. In foul weather the hammocks are protected by a tarred canvas cloth thrown over them, but in fair weather this tarpaulin is rolled up and laid on the top of them, so as to leave them almost entirely exposed. Nothing contributes more to the good appearance of a ship than clean hammocks, neatly stowed.

The grand divisions of the crew are into petty officers, seamen, ordinary seamen, landsmen and boys. This division has reference to rank; but there are others, into which considerations of this kind do not enter. Such are the military divisions, and the divisions into larboard and starboard watches, into forecabinmen, fore, main and mizen-topmen, afterguard, waistmen, holders, etc.

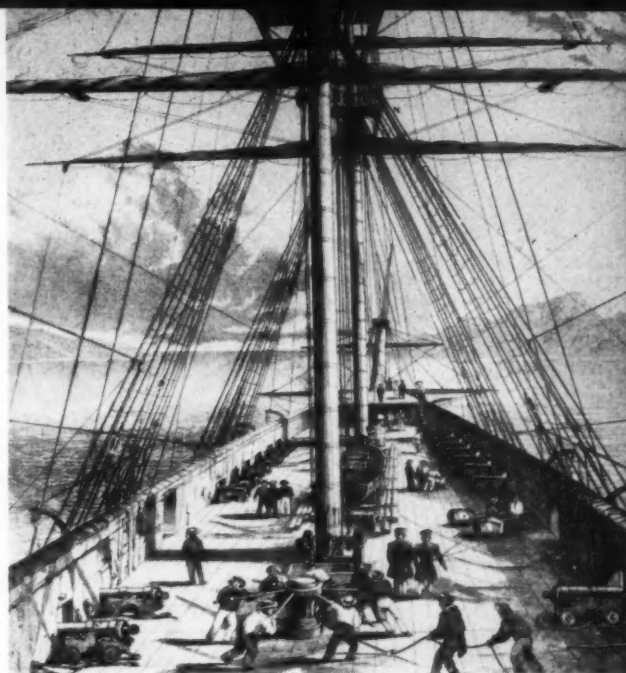
The petty officers are appointed by the commander, and may be degraded by him without the formalities of a court martial. They are selected from among the most experienced and trust-worthy of the seamen, and receive eighteen dollars per month. They consist, on board of a frigate, of a master-at-arms, eight quartermasters, four boatswain's mates, eight quarter gunners, a boatswain's

and gunner's yeomen, a carpenter and sailmaker's mate, an armorer, a cooper, cook and cockswain.

The highest and most responsible of the petty officers is the master-at-arms. He is, if I may be allowed the expression, the principal police officer of the ship. He has charge of all the prisoners, and every morning makes out and hands to the commander a list of their names, with a specification of the crime for which each is confined, and the time when he was put in confinement. If he allows any of them to escape, he is liable to be punished in their stead. He counts the blows audibly when a prisoner is flogged with the cats. It is his duty to search those suspected of thefts, and when a man dies, to take an account of his clothes and other effects. At public sales, he is the auctioneer. He has charge also of the berth deck, and it is his duty to see that it is kept in good order. All property that falls in his way for which he cannot find an owner, is thrown into the "lucky bag," the contents of which, if not finally claimed, are sold at auction.

The office of quartermaster is one of some dignity and considerable importance. Its duties are not laborious, but they require vigilance, carefulness, judgment and a thorough acquaintance with practical seamanship. In port only one of them keeps watch on deck at a time. You may know him by his spy-glass and his busy, bustling air. He is all eye and all locomotion. He cocks his telescope at every new object that appears, and gives it a thorough scrutiny. It is his duty to keep a look out for signals from other ships, and to report them to the officer of the deck; and also to report to him all boats that come along-side, and all other movements and occurrences in the harbour, which he may deem of sufficient importance. At sea, two of the quartermasters are required to be on deck during the day, and half of them at night. One is stationed at the wheel to steer the ship, and the others keep a look out as in port. When the log is thrown, they hold the minute glass. They have to strike the bell every half hour, and take turns in mixing and serving the grog. In entering and leaving a harbour, when it is necessary to sound, one of them is stationed in each of the main chains to heave the lead.

Boatswain's mates are an indispensable class of men on board of a man of war, but their office is the most invidious and least desirable of all. Their duty is to enforce the orders of the officers, and, to enable them to do this, each is furnished with a hemp whip, consisting of only one lash, called the colt. They have to perform all the flogging, and the men hate them therefore as they would so many incarnate devils. In the ordinary flogging the colt is always used, but when all hands are called to witness punishment, another whip, composed of nine lashes and called the cat, is employed. Each of the boatswain's mates has a silver whistle suspended from his neck, with which he echoes the orders of his superiors. He has a different pipe for almost every important order that can be given. For instance, there is one for calling all hands, another for hoisting away, a third for hauling taught and belaying, and so on of others. Amid the darkness and fury of the tempest, when the orders of the trumpet are drowned by the loud uproar of the elements, the shrill pipe of the boatswain's whistle reaches the ear of the sailor on the top of the highest mast, and no language could convey to him a more definite meaning than its well-known tones.



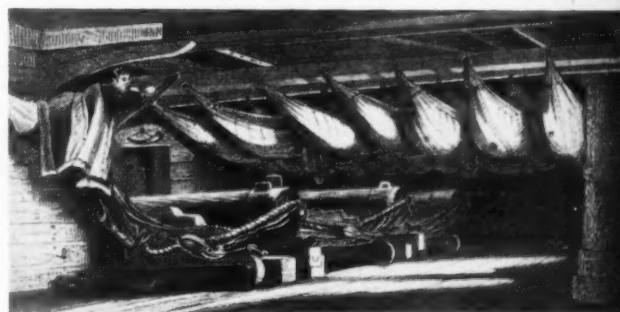
HUSKY SAILORS man the 'capstern' located near the center of spar deck of a typical ship of the period.

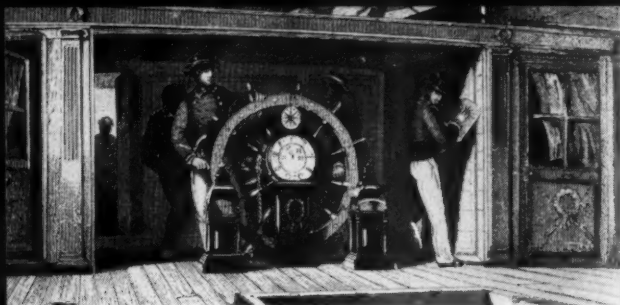
The duty of the quarter gunners is to keep the guns and all other things belonging to the gunner's department in proper order. They have to inspect the guns frequently to see that every thing about them is well secured, and at night report their condition to the officer of the deck every two hours. When all hands are called to reef or furl sails, the quarter gunners and quartermasters are charged with the main yard.

The yeomen and mates of the forward officers have charge of their respective store-rooms, and keep accounts of the expenditures of articles from each of their departments. They make out monthly and quarterly returns of these expenditures, which are handed to the captain, examined by his clerk, and inserted in the general account book.

The armorer is the ship's blacksmith. The cooper opens the provision barrels when their contents are wanted, and performs other matters in his line of business, when necessary. The duties of the cook are somewhat arduous,

SECTION of berth deck known as 'country' is open space in steerage where sailors' hammocks are swung.





WHEEL, manned by four men, is forward of mizen mast. Forward are two binnacles, each with compass.

and it requires a good deal of patience and care to perform them acceptably to the crew. The meals must always be reported "ready" at seven bells, morning, noon and night. At noon, when dinner is reported ready, the cook takes a specimen to the officer of the deck, who inspects it to see that it is properly cooked. The cockswain is designed for the captain's boat, but our commanders sometimes, perhaps generally, give this rank to their steward, and select a quartermaster or other trust-worthy person to perform the duties of cockswain.

There are two other officers, who have not even the rank of petty officers. They are the ship's corporals. They take turns in keeping watch at night on the gun deck, and their duty is to see that no light is burning in any part of the ship, where it is not allowed. They make an hourly report to the officer of the deck.

Having despatched the petty officers, I come now to the rest of the crew, of which the seamen generally compose about one-half. Those of this rank must have seen a good deal of sea service, and are supposed to be thoroughly acquainted with practical navigation. If they are found to be greatly deficient in this respect, they are degraded. They receive twelve dollars per month, and are appointed to the most honourable and responsible stations in the ship. They have a good deal of the pride of profession, entertaining the utmost contempt for all who do not know what salt water and heavy gales are.

The ordinary seamen receive ten dollars per month. They must have had some experience in naval matters, but are neither expected nor required to be finished sailors. Promotions from the rank of ordinary seaman to that of seaman are not unfrequent. The landsmen are as green as a cucumber, having never smelt the ocean, nor been initiated at all into the mysteries of a sea-faring life. Their pay is eight dollars.

Of the boys there are two classes,—those who receive eight dollars, and those who receive five dollars per month. They are employed principally in the capacity of servants to the officers. Two are allowed to the captain besides his steward, one to the first lieutenant, one to every two of the other wardroom officers, and one or two, according to the pleasure of the first lieutenant, to the cockpit, forward officers, and each of the steerage messes. Some are employed as cooks at the galley, and others as messenger boys on the quarter deck. The boys and all others on shipboard, who do not keep watch, are called *idlers*.

On board of a frigate there are six military divisions; one on the quarter deck, one on the fore-castle, three on the gun deck, and one on the berth deck. The last is commanded by the purser, and each of the others by a

lieutenant. It is the business of those who compose the purser's division to pass up powder to the combatants. Every officer and man is included in one or the other of these divisions, and is stationed in a particular part of the ship. These are the stations for action, and are called general quarters. The crew is mustered and inspected at quarters always once, and on board many of our ships, twice a day. There are ten or twelve men to each of the guns in a broadside, called first and second captains, spungers [spongers], loaders, powder boys, &c.

The first intimation of quarters is a blast from the bugle, calling the music. The boarders run for their caps, and every man seizes a cutlass. At the first tap of the drum, there is a general rush throughout the ship, and before the music has ceased, you may hear the midshipmen of the divisions calling over the names, George Bell—first captain, sir—James Anderson—second captain, sir—William Stokes—powder boy, sir—and so on. Having called the names, the midshipmen report to the officers of their divisions, the officers of the divisions to the first lieutenant, and he again to the captain. The order is then given to "beat the retreat." Another rush takes place, the cutlasses and boarding caps are returned to their places, and the men, as the case may be, proceed to their daily labours or their evening diversions. All this is but the work of a moment. Sometimes the call to quarters is beaten in the dead of night, and then the men are obliged to get up, lash their hammocks, take them on deck and stow them in the nettings, and be ready to answer to their names in the space of about eight or ten minutes.

In good weather some of the divisions are exercised at the guns almost daily, and on board most of our ships one day in the week there are general quarters for that purpose. On these occasions all the evolutions of a regular engagement, such as loading and firing the guns, boarding, extinguishing fire, &c. are gone through with. All this is of course a mere sham, and not an ounce of gunpowder is burnt; but it gives the men experience, makes them expert at working the guns, and cannot fail to fill them with confidence and bravery in the hour of real peril.

It is to our superior gunnery that we are mainly indebted for the brilliant victories of the late war,—a superiority which the English themselves have never hesitated to allow.

In addition to their general quarters the men are also stationed for getting under weigh and coming to an anchor, for tacking and veering, and for other general evolutions. I have sometimes been astonished to see how quick, in the darkest night, it is discovered that a man is missing from his post, and how speedily he is searched out and brought to it. But not only does every man know his station, he has a specific duty to perform at every order, and a failure on his part might disconcert the whole operation. Thus it will be seen that, notwithstanding the complicated nature of naval evolutions and the apparent confusion which must necessarily prevail when all hands are called, there is in fact the greatest possible order, efficiency and harmony of action.

The whole crew is divided into two equal portions, called larboard and starboard watches, from the fact that those belonging to one of the divisions stow their hammocks in the larboard, and those belonging to the other, in the starboard nettings. When at sea, each of the watches at night takes a turn of four hours on deck, while the

others are allowed to "turn in." Those in their hammocks call it their "watch below." Those, however, who keep watch on deck, when the weather is fair and the ship under easy sail, are allowed to sleep, if they do not disturb the general tranquillity by their ungracious snoring. In port only a quarter-watch is called, except in squally weather, and these are for the most part allowed to stow themselves away somewhere on the gun deck.

The forecabin is the most honourable part of the ship, and therefore the best and most experienced seamen are selected to do duty on it. Next come the tops, in the order of main, fore, and mizen. The afterguard do duty on the quarter deck. They are generally green-horns. They hold the reel when the log is thrown, sweep down the deck when necessary, and keep every thing in order on it. The waiters are likewise for the most part landmen, and perform the same kind of duties on the gun deck.

The holders have charge of the ship's holds, and are responsible for the order in which they are kept, and to some extent for the stores stowed away in them. Under the direction of the master and master's mate, they attend to getting up spirits, provisions, water, &c. They stow the cables and other parts of the ship's rigging, kept in the main hold. Their duties are perhaps more laborious than those of any other part of the crew, and from a constant habit of stooping whilst at work, they acquire almost the shape of a crescent.

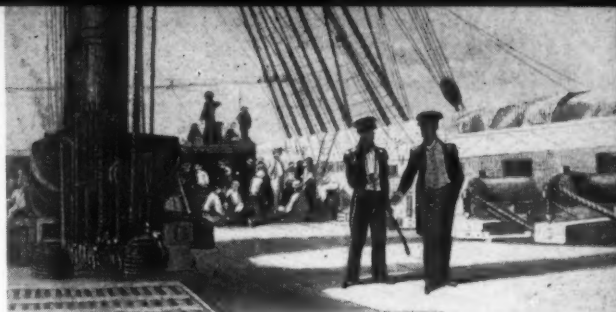
Each of these minor divisions of forecabinmen, topmen, afterguard, waiters, and holders has two captains, a post of some dignity and a good deal of responsibility. In addition to these, the carpenter and sailmaker each has a gang of some eight or ten men, employed almost constantly on work in their appropriate lines of business. There are also gangs of painters, tailors and shoemakers, more or less occupied at different times. The tailors generally find employment enough to keep them cross-legged most of the day.

A marine is a sort of ambidextrous animal—half horse, half alligator. His duties alternate between those of a sailor and soldier.

At sea the marines in succession all do duty as sentries in the following places;—one at the cabin-door, one at the scuttle-butt, one at the brig, and one at the forepassage on the berth deck. The rest are obliged to pull and haul on the ropes like the sailors, but they are excused from going aloft. In port there are three additional sentries; viz. one at each of the gangways, and another on the bowsprit. During the day, a sergeant's guard, consisting of thirteen, are required to be dressed in uniform, and to remain on the quarterdeck. A marine in uniform must never pass the capstern without paying it his respects; in undress, he is not required to show it more politeness than a sailor.

Grog is served out twice a day, that is, when the hands are piped to dinner and supper. Bread is served out twice a week, and the other parts of the rations daily, immediately on the hands being "turned to" after dinner. Sugar and tea are not parts of the government ration: the men purchase these of the purser. The three standing dishes at sea are salt beef, pork and beans, and *duff*, a heavy indigestible species of plum pudding. In port fresh beef is substituted for salt.

The men are divided into messes of from fifteen to twenty individuals each. Each of the members takes his



OFFICERS in full dress stroll along the quarterdeck. Note hammock-netting atop bulwarks above carronades.

regular turn of doing the duties of a berth deck cook a week at a time. The berth deck cook, so called to distinguish him from the galley cook, receives the daily supply of provisions when it is served out, prepares it for the coopers, and when cooked spreads the table and arranges it for the masticating process. When the meal is concluded, he gathers up the fragments and deposits them in the mess chest.

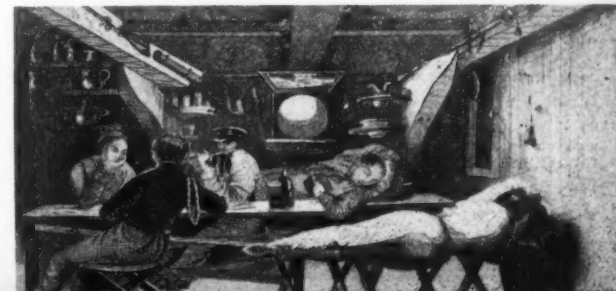
The ship's messes eat on the gun and berth decks. Their table is nothing more nor less than a square piece of tarred canvas, spread between two guns or mess chests, around which they seat themselves *à la Turque*. The whole of their table furniture consists of a large kid for the principal dish, a few tin cups and basins, and a spoon, knife and fork for each individual. Yet, simple as all this is, princes do not sit down at their tables, groaning beneath a thousand delicacies, with greater contentment, or enjoy their luxurious viands with a higher relish, than those with which the tempest-tost, weather-beaten sailor squats by the side of his greasy tarpaulin, and devours his humble dish of lobscowse or duff.

At sea the men live entirely on salted provisions, unless they have been provident enough to lay in a stock of potatoes. In port, besides the substitution of fresh for salted beef, they are allowed to purchase from the bomb-boats* whatever "fresh grub" they choose and have funds to pay for. Each of the petty officer's messes is allowed to stop two of its rations, and each of the others one, and receive money instead of them. They are also allowed to barter away their rations in any way they please, but no articles of clothing or any thing else charged to them in their accounts.

Some of the men sleep on the gun deck, but most of them on the berth deck. The latter are allowed a space of eighteen inches in width and about nine feet in length. Every man takes care of his own hammock.

* "Bomb-boats are a species of market-boat, allowed to come alongside of the ship only when the men are at their meals." Wines says. The same craft is known today rather as a "bum-boat."—Ed.

MEN GATHER in messing compartment for a bit of fun and relaxation after a long day's work is completed.



TAFFRAIL TALK

ALL HANDS is celebrating two anniversaries this year. Last month marked the tenth birthday of the magazine as most Navy men know it today, while, under its former title, the *Bureau of Naval Personnel Bulletin*, the magazine marks its 30th year of existence.

It was in October 1942—in the midst of the first turbulent year of World War II—that ALL HANDS, still carrying the old title, blossomed out in a new, light blue cover with a picture on it. Up to that time, it had been a mimeographed news-letter, with a limited mission and small circulation.

With the magazine's new face, size and print job came a new mission: to present to all naval personnel, officer and enlisted alike, career information and information of general importance concerning their Navy in a clear, concise, readable style.

ALL HANDS' growth is indicated by the fact that the press run allotted for the October 1942 issue was 6500. In a few months, after a popular reception, the Navy decided to distribute it to all ships and stations on the basis of one copy for every ten men—enlisted and officer—on active duty. At present, ALL HANDS' distribution is roughly 100,000.

It is the aim of ALL HANDS' staff to bring to the Navyman between the covers of each issue, a down-to-earth interpretation of all directives and orders which affect his naval life and future career. Pay, promotion, education, leave and liberty, retirement, required periods of active service—these subjects and many others directly affect the career, and hence the morale, of the bluejacket.

Every day, in the two-room ALL HANDS office in the Arlington Annex of the Bureau of Naval Personnel roughly a couple of wheelbarrows-full of information pours in to be sifted, discussed, interpreted, checked and finally processed into the printed word. Additional information is also gathered by the staff itself through field trips, personal interviews and conversations. (The staff, incidentally, also prepares two sister periodicals, "The Naval Reservist," and "Navy Chaplains Bulletin," plus special publications required from time to time.)

To give ALL HANDS the voice of authority, each article or short piece that finds its way into the magazine must survive an elaborate checking that operates both within and outside the office.

Able assistance is given to ALL HANDS by contributors in the field—possibly you or one of your shipmates. Your contributions are welcomed—whether or not you are a journalist, or a PIO or an expert in your field—because your reports give on-the-scene flavor and authenticity to the printed words.

To help the editors there are many top Navy experts in each field stationed right in the Washington area. The average article will often go to three or four of these experts—in addition to the customary check for security—before it receives its final okay.

This process of checking and cross-checking didn't just happen. It is the combination of a writer who is familiar with his subject—usually one of ALL HANDS' experienced enlisted journalists—plus well-oiled editorial and research units that carefully scrutinize every word of copy. Last month's Taffrail Talk (p. 64) discussed some of the bloopers that have filtered through. However it's every staff member's job to keep them down to a minimum.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.25 a year, domestic (including FPO and APO addresses for overseas mail); \$3.00, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• **AT RIGHT:** USS Dennis J. Buckley (DDR 808) is shown coming alongside USS Stribling (DD 867) in this unusual photo taken during maneuvers in Atlantic waters. Photo by Robert E. Frey, PH2, USN.

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